

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

AERONAUTICAL INFORMATION SERVICES

ANNEX 15

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

TENTH EDITION — JULY 1997

This edition incorporates all amendments adopted by the Council prior to 21 March 1997 and supersedes, on 6 November 1997, all previous editions of Annex 15.

For information regarding the applicability of the Standards and Recommended Practices, *see* Foreword.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

AMENDMENTS

The issue of amendments is announced regularly in the *ICAO Journal* and in the monthly *Supplement to the Catalogue of ICAO Publications and Audio-visual Training Aids*, which holders of this publication should consult. The space below is provided to keep a record of such amendments.

RECORD OF AMENDMENTS AND CORRIGENDA

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FOREWORD

Historical background

Standards and Recommended Practices for Aeronautical Information Services were first adopted by the Council on 15 May 1953, pursuant to the provisions of Article 37 of the Convention on International Civil Aviation (Chicago 1944), and were designated as Annex 15 to the Convention.

Annex 15 as now presented has undergone the following development. The first requirements were developed by the Air Navigation Committee as a result of recommendations of Regional Air Navigation Meetings, and were published by authority of the Council as Procedures for International Notices to Airmen (PANS-NOTAM, PICA0 Doc 2713) in January 1947. In 1949, the Special NOTAM Meeting reviewed and proposed amendments to these procedures which were later issued as “Procedures for Air Navigation Services (PANS-AIS, Doc 7106)” and which became applicable on 1 August 1951. In 1952, the PANS-AIS were reviewed by the First Session of the Aeronautical Information Services Division which recommended the adoption of Standards and Recommended Practices. Following consideration by all Contracting States, these recommendations were reviewed by the Air Navigation Commission and the first set of Standards and Recommended Practices was adopted by the Council on 15 May 1953 as Annex 15 to the Convention. This Annex became applicable on 1 April 1954.

Table A shows the origin of subsequent amendments together with a list of the principal subjects involved and the dates on which the Annex and the amendments were adopted by the Council, when they became effective and when they became applicable.

Action by Contracting States

Notification of differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to extend such notification to any differences from the Recommended Practices contained in this Annex and any amendments thereto, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any differ-

ences previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each amendment to this Annex.

Status of Annex components

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

1.— *Material comprising the Annex proper:*

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

Standard: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

Recommended Practice: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.
- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- d) *Tables and Figures* which add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

It is to be noted that some Standards in this Annex incorporate, by reference, other specifications having the status of Recommended Practices. In such cases the text of the Recommended Practice becomes part of the Standard.

2.— *Material approved by the Council for publication in association with the Standards and Recommended Practices:*

- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligations of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption.
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text.
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.
- d) *Attachments* comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application.

Selection of language

This Annex has been adopted in five languages — English, Arabic, French, Russian and Spanish. Each Contracting State

is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organization accordingly.

Editorial practices

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face roman; *Recommended Practices* have been printed in light face italics, the status being indicated by the prefix **Recommendation**; *Notes* have been printed in light face italics, the status being indicated by the prefix *Note*.

The following editorial practice has been followed in the writing of specifications: for Standards the operative verb “shall” is used, and for Recommended Practices the operative verb “should” is used.

The units of measurement used in this document are in accordance with the International System of Units (SI) as specified in Annex 5 to the Convention on International Civil Aviation. Where Annex 5 permits the use of non-SI alternative units these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

Table A. Amendments to Annex 15

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
1st Edition	First Session of the Aeronautical Information Services Division		15 May 1953 1 September 1953 1 April 1954
1	Consultation with States	Editorial amendments for consistency in terminology.	27 May 1955 1 October 1955 1 October 1955
2	Consultation with States	Editorial amendments for consistency in terminology.	15 May 1956 15 September 1956 1 December 1956
3	Consultation with States	Definition and identification of prohibited, restricted and danger areas.	16 April 1957 1 September 1957 1 December 1957

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
4	Consultation with States	Guidance material on the application of the definitions of danger area, prohibited area and restricted area.	14 November 1958 — 14 November 1958
5	Consultation with States	Editorial amendments for consistency in terminology; establishment of world-wide application of location indicators instead of place name abbreviations.	24 March 1959 1 September 1959 1 October 1959
6	Aeronautical Information Services and Aeronautical Charts Division	Contents of Aeronautical Information Publications (AIP); specifications for Aeronautical Information Circulars, and the NOTAM Code.	20 June 1960 1 October 1960 1 January 1961
7	Aeronautical Information Services and Aeronautical Charts Division	Deletion of guidance material.	2 December 1960 — 1 January 1961
8	Correspondence and Council Action to approve new <i>ABC — ICAO Abbreviations and Codes</i> (Doc 8400)	Regulated system (AIRAC); deletion of “NOTAM Code” and “Abbreviations for use by aeronautical information services”; minor amendments to Appendix 1.	25 March 1964 1 August 1964 1 November 1964
9	Rules of the Air and Air Traffic Services/Operations Divisional Meeting	Definitions for danger area, prohibited area, and restricted area.	10 December 1965 10 April 1966 25 August 1966
10	Aeronautical Information Services and Aeronautical Charts Division (1966)	Specifications for Snowplan; definition and <i>pro forma</i> for SNOWTAM; NOTAM Class I text; content of AIP; identification and delineation of restricted airspace; Aeronautical Information Circulars.	13 June 1967 8 October 1967 8 February 1968
11	Fifth Air Navigation Conference	Pre-flight information service; information on runway visual range systems.	23 January 1969 23 May 1969 18 September 1969
12	Sixth Air Navigation Conference, and transfer from Regional Supplementary Procedures	Publication of information on air traffic services systems, i.e. on reporting points and minimum flight altitudes; NOTAM information on the conduct of search and rescue operations.	15 May 1970 15 September 1970 4 February 1971
13	Aeronautical Information Services and Aeronautical Charts Division; Sixth Air Navigation Conference	Predetermined distribution system of NOTAM Class I; composition of NOTAM; information on aeronautical meteorological facilities and services available for international air navigation.	19 March 1971 6 September 1971 6 January 1972
14	Regional Air Navigation Meeting Recommendations of world-wide applicability. Recommendation 19/29 of CAR IV RAN Meeting (1966); Recommendation 19/10 of SAM/SAT/ III RAN Meeting (1967); Recommendations 19/4 and 19/5 of MID/SEA RAN Meeting (1968); Recommendation 17/5 of NAT/V RAN Meeting (1970)	Availability of Aeronautical Information Service in cases where 24-hour service is not provided; decoding of NOTAM for pre-flight planning; promulgation of information that no NOTAM Class II have been issued; provision of information to the aeronautical information service by each of the State services associated with aircraft operations; publication in AIP of the coordinates of the antennae of stations providing aeronautical mobile and/or aeronautical navigation services, to an accuracy of at least one-tenth of a minute.	15 December 1971 15 April 1972 7 December 1972
15	Amendment 43 to Annex 4 — <i>Aeronautical Charts</i> ; Amendment 1 to 10th edition of PANS-RAC (Doc 4444); Recommendations 16/3, 16/8, 16/10 b) and 16/15 of the 6th EUM RAN Meeting; Amendment 28 to Annex 14 — <i>Aerodromes</i> ; Amendment 51 to Annex 10 — <i>Aeronautical Telecommunications</i>	Publication in AIP of the locations at aerodromes of VOR and INS check-points; publication in AIP of names, coded designators and geographical coordinates of significant points defining air traffic services routes, and of information on bird concentrations in the vicinity of aerodromes and bird migrations; listing of types of information inappropriate to NOTAM; type of information appropriate to Aeronautical Information Circulars; alignment of the terminology with the definition in Annex 14 for snow on the ground.	19 March 1973 30 July 1973 23 May 1974

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
16	Council's request (78-14) to consult States on publication in AIP of differences from Annexes and PANS; Amendment 6 to the PANS-RAC	Publication in AIP of differences between the national regulations and practices of a State and the related ICAO Standards, Recommended Practices and Procedures; elimination of inconsistencies between requirements in Appendix 1 and parent provisions in the Annex; transfer of requirements for information concerning ATIS from the MET to the RAC part of the AIP.	25 June 1974 25 October 1974 27 February 1975
17	Recommendation 2/6 of the Fourth Meeting of the Technical Panel on Supersonic Transport Operations; study by the Air Navigation Commission concerning interception of aircraft	Dissemination by NOTAM of forecasts of solar cosmic radiation where provided; publication in AIP of interception procedures and visual signals to be used.	4 February 1975 4 June 1975 9 October 1975
18	Recommendations of Regional Air Navigation Meetings (EUM 6 Rec 9/4, AFI/5 Rec 6/2 c) d) and ASIA/PAC Rec 6/3 c)) and request by IATA to amend Annex 14; general review of Annex 14	Publication in AIP of information concerning operations for the removal of disabled aircraft at aerodromes; notification of the status of rescue and fire fighting services available at an aerodrome in terms of significant changes in the level of protection; definitions for manoeuvring area and movement area; substitution of expression "altimeter check location" for "altimeter check-point".	5 February 1976 5 June 1976 30 December 1976
19	Recommendation 3/16 of the 7th Air Navigation Conference; Revision (Amendment No. 60) of Annex 3 — <i>Meteorological Service for International Air Navigation</i>	Publication in AIP, in the case of ILS installations, the extent of compliance with the provisions in Annex 10 regarding localizer and glide path beam structure and of the height of the ILS reference datum; realignment of Part 4 — Meteorology with the new specifications and terminology introduced by Amendment 60 to Annex 3.	27 June 1977 27 October 1977 23 February 1978
20	9th Air Navigation Conference	Publication in the AIP of description of ATS routes; North reference (magnetic, true or grid) for tracks or bearings.	9 December 1977 9 April 1978 10 August 1978
21	Proposals submitted by the Federal Republic of Germany (also on behalf of the United Kingdom) and the Union of Soviet Socialist Republics	NOTAM Class I format and the publication of amendments to the AIP.	31 March 1980 31 July 1980 27 November 1980
22	Proposal arising from a study by the Air Navigation Commission and proposal submitted by the Secretariat	Activities which constitute a potential hazard to flights of civil aircraft and receipt of AIRAC NOTAM 28 days in advance of the effective date.	13 March 1981 13 July 1981 26 November 1981
23	Proposals submitted by the Secretariat and the United Kingdom	Plain language pre-flight information bulletins, interception of civil aircraft and "Nil Notification" of AIRAC NOTAM.	2 April 1982 2 August 1982 25 November 1982
24	Recommendations 7/5, 7/8 and 10/2 of the Aerodromes, Air Routes and Ground Aids Divisional Meeting (1981)	Revised SNOWTAM format; publication in the AIP of wet runway surface friction and of the existence of an obstacle-free zone.	17 November 1982 17 March 1983 24 November 1983
25	Recommendation 7/7 of the Aerodromes, Air Routes and Ground Aids Divisional Meeting (1981)	Method of referencing date/time.	25 March 1985 29 July 1985 21 November 1985

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
26	Various sources, including Conclusions 22/24 and 24/20 of the European Air Navigation Planning Group (EANPG); Recommendation 9 of All Weather Operations Panel (AWOP); Recommendation 1/4 of the Obstacle Clearance Panel (OCP); Amendments 64, 47 and 38 to Annexes 3, 4 and 14 respectively; proposals submitted by the United Kingdom and by the Secretariat	Updating of the provisions relating to the use of A-4 sheet size paper in the AIP; origination and distribution of NOTAM and AIC; adequacy and authenticity of aeronautical information and the regulated system (AIRAC); changes to predetermined distribution system for NOTAM Class I; introduction of an abbreviated heading and changes to the SNOWTAM format and the guidance for its completion; publication in the AIP of the location of the DME zero-range indication point; updating of the list of charts forming part of the AIP; publication in the AIP of additional operational data concerning standard routes for taxiing aircraft, highest elevation of the touchdown zone of a precision approach runway, and geographical coordinates of thresholds and aircraft stands; inclusion of references to the seventh and eighth letters in the address indicators in the predetermined distribution system; and volcanic ash cloud warnings.	6 March 1987 27 July 1987 22 October 1987
27	Various sources, including Conclusion 30/15 of the European Air Navigation Planning Group (EANPG); Air Navigation Commission's review of the Annexes; Recommendation 3/3 of the Visual Flight Rules Operations Panel (VFOP); proposal submitted by some European States; and Amendment 39 to Annex 14	Introduction of Integrated Aeronautical Information Package and revised NOTAM Format; promulgation of information on areas or routes where the possibility of interception exists and information relating to safeguarding international civil aviation against acts of unlawful interference; introduction of new ATS airspace classification; bird hazard reduction; updating of terminology and list of friction devices associated with measuring of paved surfaces; introduction of heliport data.	4 March 1991 28 July 1991 14 November 1991
28	Various sources, including Conclusion 34/12 of the European Air Navigation Planning Group (EANPG); adoption by the Council of WGS-84 as the standard geodetic reference system for international aviation; proposal by RGCS/8; and the Secretariat	Introduction in Chapter 2 of new and revised definitions relating to heliport and Integrated Aeronautical Information Package; amendments to Chapter 3 related to the exchange of aeronautical information and introduction of new provisions concerning the promulgation of WGS-84 related geographical coordinates; amendments and rearrangements of Chapter 4 concerning the restructured contents and general specifications of AIP, AIP Amendment and AIP Supplement specifications and their distribution; amendments to Chapter 5 concerning NOTAM origination and distribution and introduction of a new provision governing the promulgation of information on the release into the atmosphere of radioactive materials and toxic chemicals; upgrading in Chapter 6 to a Standard, of a provision concerning the use of AIRAC dates for the promulgation of changes requiring cartographic work and for updating of navigation databases; deletion in Chapter 8 of a Recommended Practice relating to the format of pre-flight information bulletins; substitution, in Chapter 9, of the specific term "aeronautical fixed telecommunication network (AFTN)" by the general term "aeronautical fixed service (AFS)"; introduction in Appendix 1 of completely restructured contents of AIP.	28 February 1994 28 June 1994 10 November 1994; 25 April 1996; 1 January 1998
29 (Tenth Edition)	Air Navigation Commission and Volcanic Ash Warnings Study Group (VAWSG)	Aeronautical data bases, humanitarian flights, a special series NOTAM for volcanic activity and vertical component of the World Geodetic System — 1984 (WGS-84).	20 March 1997 21 July 1997 6 November 1997; 1 January 1998; 5 November 1998

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
30	Recommendations 1.2/1, 3.3/2 and 4.1/2 of the Aeronautical Information Services/Aeronautical Charts (AIS/MAP) Divisional Meeting (1998); Air Navigation Commission	Introduction into Chapter 2 of new definitions for aeronautical data, aeronautical information, aeronautical information service, Air Defence Identification Zone (ADIZ), AIS product, Human Factors principles, and quality management; new provisions in Chapter 3 concerning the quality system, exchange of aeronautical information/data, copyright, cost recovery, and Human Factors considerations; restructured and new provisions in Chapter 6 dealing with the provision of AIRAC information in electronic form; and introduction into Appendix 1 of new provisions concerning ADIZ.	21 February 2000 17 July 2000 2 November 2000
31	Secretariat	New provisions in Chapter 8 concerning automated aeronautical information systems and harmonized AIS/MET pre-flight briefing and revision of Appendix 1 concerning the provision of information on activities of a dangerous nature and other potential hazards.	7 March 2001 16 July 2001 1 November 2001

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

CHAPTER 1. INTRODUCTION

The object of the aeronautical information service is to ensure the flow of information necessary for the safety, regularity and efficiency of international air navigation. The role and importance of aeronautical information/data changed significantly with the implementation of area navigation (RNAV), required navigation performance (RNP) and airborne computer-based navigation systems. Corrupt or erroneous aeronautical information/data can potentially affect the safety of air navigation.

To satisfy the uniformity and consistency in the provision of aeronautical information that is required for the operational use by computer-based navigation systems, States shall, as far as practicable, avoid Standards and procedures other than those established for international use.

These Standards and Recommended Practices are to be used in conjunction with the *ICAO Abbreviations and Codes* (Doc 8400).

It is recognized that Supplementary Procedures may be required in certain cases in order to meet particular requirements of the ICAO Regions.

Guidance material on the organization and operation of aeronautical information services is contained in the *Aeronautical Information Services Manual* (Doc 8126).

CHAPTER 2. DEFINITIONS

When the following terms are used in the Standards and Recommended Practices for aeronautical information services, they have the following meanings:

Accuracy. A degree of conformance between the estimated or measured value and the true value.

Note.— For measured positional data the accuracy is normally expressed in terms of a distance from a stated position within which there is a defined confidence of the true position falling.

Aeronautical data. A representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing.

Aeronautical information. Information resulting from the assembly, analysis and formatting of aeronautical data.

Aeronautical Information Circular (AIC). A notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.

Aeronautical Information Publication (AIP). A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

Aeronautical information service. A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.

AIP Amendment. Permanent changes to the information contained in the AIP.

AIP Supplement. Temporary changes to the information contained in the AIP which are published by means of special pages.

AIRAC. An acronym (aeronautical information regulation and control) signifying a system aimed at advance notification based on common effective dates, of circumstances that necessitate significant changes in operating practices.

Air Defence Identification Zone (ADIZ). Special designated airspace of defined dimensions within which aircraft are required to comply with special identification and/or reporting procedures additional to those related to the provision of air traffic services (ATS).

AIS product. Aeronautical information provided in the form of the elements of the integrated aeronautical information package (except NOTAM and PIB), including aeronautical charts, or in the form of suitable electronic media.

ASHTAM. A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations.

Assemble. A process of merging aeronautical information from multiple sources into a data base and establishing a baseline for subsequent processing.

Note.— The assemble phase includes checking the data and ensuring that detected errors and omissions are rectified.

Cyclic redundancy check (CRC). A mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data.

Danger area. An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

Data base. One or more files of data so structured that appropriate applications may draw from the files and update them.

Note.— This primarily refers to data stored electronically and accessed by computer rather than in files of physical records.

Data quality. A degree or level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity.

Direct transit arrangements. Special arrangements approved by the public authorities concerned by which traffic which is pausing briefly in its passage through the Contracting State may remain under their direct control.

Ellipsoid height (Geodetic height). The height related to the reference ellipsoid, measured along the ellipsoidal outer normal through the point in question.

Geodesic distance. The shortest distance between any two points on a mathematically defined ellipsoidal surface.

Geodetic datum. A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.

Geoid. The equipotential surface in the gravity field of the Earth which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents.

Note.— *The geoid is irregular in shape because of local gravitational disturbances (wind tides, salinity, current, etc.) and the direction of gravity is perpendicular to the geoid at every point.*

Geoid undulation. The distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid.

Note.— *In respect to the World Geodetic System — 1984 (WGS-84) defined ellipsoid, the difference between the WGS-84 ellipsoidal height and orthometric height represents WGS-84 geoid undulation.*

Heliport. An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

Human Factors principles. Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

Integrated Aeronautical Information Package. A package which consists of the following elements:

- AIP, including amendment service;
- supplements to the AIP;
- NOTAM and pre-flight information bulletins (PIB);
- AIC;
- checklists and summaries.

Integrity (aeronautical data). A degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.

International airport. Any airport designated by the Contracting State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.

International NOTAM office. An office designated by a State for the exchange of NOTAM internationally.

Manoeuvring area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Movement area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

NOTAM. A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Orthometric height. Height of a point related to the geoid, generally presented as an MSL elevation.

Position (geographical). Set of coordinates (latitude and longitude) referenced to the mathematical reference ellipsoid which define the position of a point on the surface of the Earth.

Precision. The smallest difference that can be reliably distinguished by a measurement process.

Note.— *In reference to geodetic surveys, precision is a degree of refinement in performance of an operation or a degree of perfection in the instruments and methods used when making measurements.*

Pre-flight information bulletin (PIB). A presentation of current NOTAM information of operational significance, prepared prior to flight.

Prohibited area. An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

Quality. Totality of characteristics of an entity that bear on its ability to satisfy stated and implied needs (ISO 8402*).

Note.— *Entity is an item which can be individually described and considered (ISO 8402*).*

Quality assurance. All the planned and systematic activities implemented within the quality system, and demonstrated as needed, to provide adequate confidence that an entity will fulfil requirements for quality (ISO 8402*).

Quality control. The operational techniques and activities that are used to fulfil requirements for quality (ISO 8402*).

Quality management. All activities of the overall management function that determine the quality policy, objectives and responsibilities, and implementing them by means such as quality planning, quality control, quality assurance and quality improvement within the quality system (ISO 8402*).

Quality system. The organizational structure, procedures, processes and resources needed to implement quality management (ISO 8402*).

* ISO Standard 8402 — *Quality Management and Quality Assurance — Vocabulary*, Second Edition.

Requirements for quality. Expression of the needs or their translation into a set of quantitatively or qualitatively stated requirements for the characteristics of an entity to enable its realization and examination (ISO 8402*).

Resolution. A number of units or digits to which a measured or calculated value is expressed and used.

Restricted area. An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

Route stage. A route or portion of a route flown without an intermediate landing.

SNOWTAM. A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format.

Station declination. An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.

Traceability. Ability to trace the history, application or location of an entity by means of recorded identifications (ISO 8402*).

Validation. Confirmation by examination and provision of objective evidence that the particular requirements for a specific intended use are fulfilled (ISO 8402*).

Verification. Confirmation by examination and provision of objective evidence that specified requirements have been fulfilled (ISO 8402*).

Note.— Objective evidence is information which can be proved true, based on facts obtained through observation, measurement, test or other means (ISO 8402).*

* ISO Standard 8402 — *Quality Management and Quality Assurance — Vocabulary*, Second Edition.

CHAPTER 3. GENERAL

3.1 Responsibilities and functions

3.1.1 Each Contracting State shall:

- a) provide an aeronautical information service; or
- b) agree with one or more other Contracting State(s) for the provision of a joint service; or
- c) delegate the authority for the provision of the service to a non-governmental agency, provided the Standards and Recommended Practices of this Annex are adequately met.

3.1.1.1 The State concerned shall remain responsible for the information published. Aeronautical information published for and on behalf of a State shall clearly indicate that it is published under the authority of that State.

3.1.1.2 Each Contracting State shall take all necessary measures to ensure that aeronautical information/data it provides relating to its own territory, as well as areas in which the State is responsible for air traffic services outside its territory, is adequate, of required quality and timely. This shall include arrangements for the timely provision of required information to the aeronautical information service by each of the State services associated with aircraft operations.

3.1.1.3 Where 24-hour service is not provided, service shall be available during the whole period an aircraft is in flight in the area of responsibility of an aeronautical information service plus a period of at least two hours before and after such period. The service shall also be available at such other time as may be requested by an appropriate ground organization.

3.1.2 An aeronautical information service shall, in addition, obtain information to enable it to provide pre-flight information service and to meet the need for in-flight information:

- a) from the aeronautical information services of other States;
- b) from other sources that may be available.

Note.— One such source is the subject of a provision in 8.3.

3.1.3 Aeronautical information obtained under 3.1.2 a) shall, when distributed, be clearly identified as having the authority of the State of Origin.

3.1.4 Aeronautical information obtained under 3.1.2 b) shall, if possible, be verified before distribution and if not verified shall, when distributed, be clearly identified as such.

3.1.5 An aeronautical information service shall promptly make available to the aeronautical information services of other States any information necessary for the safety, regularity or efficiency of air navigation required by them, to enable them to comply with 3.1.6 below.

3.1.6 An aeronautical information service shall ensure that aeronautical information/data necessary for the safety, regularity or efficiency of air navigation is available in a form suitable for the operational requirements of:

- a) flight operations personnel including flight crews, flight planning and flight simulator; and
- b) the air traffic services unit responsible for flight information service and the services responsible for pre-flight information.

3.1.7 An aeronautical information service shall receive and/or originate, collate or assemble, edit, format, publish/store and distribute aeronautical information/data concerning the entire territory of the State as well as areas in which the State is responsible for air traffic services outside its territory. Aeronautical information shall be published as an Integrated Aeronautical Information Package.

3.2 Quality system

3.2.1 Each Contracting State shall take all necessary measures to introduce a properly organized quality system containing procedures, processes and resources necessary to implement quality management at each function stage as outlined in 3.1.7 above. The execution of such quality management shall be made demonstrable for each function stage, when required.

3.2.2 Recommendation.— *The quality system established in accordance with 3.2.1 should be in conformity with the International Organization for Standardization (ISO) 9000 series of quality assurance standards, and certified by an approved organization.*

Note.— International Organization for Standardization (ISO) 9000 series of quality assurance standards provide a basic framework for the development of a quality assurance

programme. The details of a successful programme are to be formulated by each State and in most cases are unique to the State organization.

3.2.3 Within the context of a quality system, the skills and knowledge required for each function shall be identified and personnel assigned to perform those functions shall be appropriately trained. States shall ensure that personnel possess the skills and competencies required to perform specific assigned functions, and appropriate records shall be maintained so that the qualifications of personnel can be confirmed. Initial and periodic assessments shall be established that require personnel to demonstrate the required skills and competencies. Periodic assessments of personnel shall be used as a means to detect and correct shortfalls.

3.2.4 States shall ensure that established procedures exist in order that aeronautical data at any moment is traceable to its origin so as to allow any data anomalies or errors, detected during the production/maintenance phases or in the operational use, to be corrected.

3.2.5 The established quality system shall provide users with the necessary assurance and confidence that distributed aeronautical information/data satisfy stated requirements for data quality (accuracy, resolution and integrity) and for data traceability by the use of appropriate procedures in every stage of data production or data modification process. The system shall also provide assurance of the applicability period of intended use of aeronautical data as well as that the agreed distribution dates will be met.

3.2.6 The order of accuracy for aeronautical data, based upon a 95 per cent confidence level, shall be as specified in Annex 11, Chapter 2 and Annex 14, Volumes I and II, Chapter 2. In that respect, three types of positional data shall be identified: surveyed points (e.g. runway thresholds, navigation aids positions, etc.), calculated points (mathematical calculations from the known surveyed points of points in space, fixes) and declared points (e.g. flight information region boundary points).

3.2.7 States shall ensure that the order of publication resolution of aeronautical data shall be that as specified in Appendices 1 and 7.

3.2.8 Contracting States shall ensure that integrity of aeronautical data is maintained throughout the data process from survey/origin to the distribution to the next intended user. Aeronautical data integrity requirements shall be based upon the potential risk resulting from the corruption of data and upon the use to which the data item is put. Consequently, the following classification and data integrity level shall apply:

- a) critical data, integrity level 1×10^{-8} : there is a high probability when using corrupted critical data that the

continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe;

- b) essential data, integrity level 1×10^{-5} : there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and
- c) routine data, integrity level 1×10^{-3} : there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe.

3.2.9 Aeronautical data quality requirements related to classification and data integrity shall be as provided in Tables 1 to 5 in Appendix 7.

3.2.10 Protection of electronic aeronautical data while stored or in transit shall be totally monitored by the cyclic redundancy check (CRC). To achieve protection of the integrity level of critical and essential aeronautical data as classified in 3.2.8, a 32- or 24-bit CRC algorithm shall apply respectively.

3.2.11 Recommendation.— *To achieve protection of the integrity level of routine aeronautical data as classified in 3.2.8, a 16-bit CRC algorithm should apply.*

3.2.12 Material to be issued as part of the Integrated Aeronautical Information Package shall be thoroughly checked and co-ordinated with the responsible services before it is submitted to the aeronautical information service, in order to make certain that all necessary information has been included and that it is correct in detail prior to distribution. Validation and verification procedures shall be established which ensure that quality requirements (accuracy, resolution, integrity) and traceability of aeronautical data are met.

Note.— *Guidance material on the liaison with other related services is contained in the Aeronautical Information Services Manual (Doc 8126).*

3.2.13 Demonstration of compliance of the quality system applied shall be by audit. If non-conformity is identified, initiating action to correct its cause shall be determined and taken. All audit observations and remedial actions shall be evidenced and properly documented.

Note.— *Guidance material on the aeronautical data quality requirements (accuracy, resolution, integrity, protection and traceability) is contained in the World Geodetic System — 1984 (WGS-84) Manual (Doc 9674). Supporting material in respect of the provisions of Appendices 1 and 7 related to publication resolution and integrity of aeronautical data is contained in RTCA Document DO-201A and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-77 — Industry Requirements for Aeronautical Information.*

3.3 Exchange of aeronautical information/data

3.3.1 Each State shall designate the office to which all elements of the Integrated Aeronautical Information Package originated by other States shall be addressed. Such an office shall be qualified to deal with requests for information originated by other States.

3.3.2 Where a State designates more than one international NOTAM office, it shall define the extent of responsibility and the territory covered by each office.

3.3.3 An aeronautical information service shall arrange, as necessary, to satisfy operational requirements, for the issuance and receipt of NOTAM distributed by telecommunication.

3.3.4 States shall, wherever practicable, establish direct contact between aeronautical information services in order to facilitate the international exchange of aeronautical information.

3.3.5 One copy of each of the elements of the Integrated Aeronautical Information Package, in paper or electronic form or both, that have been requested by the aeronautical information service of an ICAO Contracting State shall be made available by the originating State in the mutually-agreed form(s) without charge, even where authority for publication/storage and distribution has been delegated to a commercial agency.

3.3.6 **Recommendation.**— *The exchange of more than one copy of the elements of the Integrated Aeronautical Information Package and other air navigation documents including those containing air navigation legislation and regulations, whether in paper and/or electronic form, should be subject to bilateral agreement between ICAO Contracting States.*

3.3.7 **Recommendation.**— *The procurement of aeronautical information, including the elements of the Integrated Aeronautical Information Package, and other air navigation documents, including those containing air navigation legislation and regulations, whether in paper and/or electronic form, by States other than ICAO Contracting States and by other entities should be subject to separate agreement with the originating State.*

3.4 Copyright

Note.— *In order to protect the investment in the products of a State's AIS as well as to ensure better control of their use, States may wish to apply copyright to those products in accordance with their national laws.*

Any product of a State's AIS which has been granted copyright protection by that State, and provided to another State in accordance with 3.3 shall only be made available to

a third party on the condition that the third party is made aware that the product is copyright protected and provided that it is appropriately annotated that the product is subject to copyright by the originating State.

3.5 Cost recovery

Recommendation.— *The overhead cost of collecting and compiling aeronautical information/data should be included in the cost basis for airport and air navigation services charges, as appropriate, in accordance with the principles contained in ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082).*

Note.— *When costs of collection and compilation of aeronautical information/data are recovered through airports and air navigation services charges, the charge to an individual customer for the supply of a particular AIS product, either in paper or electronic form, may be based on the costs of printing paper copies or production of electronic media and costs of distribution.*

3.6 General specifications

3.6.1 **Recommendation.**— *Each element of the Integrated Aeronautical Information Package for international distribution should include an English text for those parts expressed in plain language.*

3.6.2 Place names shall be spelt in conformity with local usage, transliterated, when necessary, into the Latin alphabet.

3.6.3 **Recommendation.**— *Units of measurement used in the distribution of aeronautical information should be consistent with the decision taken by the State in respect of the use of the tables contained in Annex 5 to the Convention.*

3.6.4 World Geodetic System — 1984 (WGS-84)

3.6.4.1 As of 1 January 1998, published geographical coordinates indicating latitude and longitude shall be expressed in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum.

3.6.4.2 As of 5 November 1998, in addition to the elevation (referenced to mean sea level) for the specific surveyed ground positions, geoid undulation (referenced to the WGS-84 ellipsoid) for those positions specified in Appendix 1, shall also be published.

3.6.4.3 Geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2 and Annex 14, Volume I and II, Chapter 2, shall be identified by an asterisk.

3.6.4.4 The order of resolution of geographical coordinates and geoid undulations shall be that as specified in Appendices 1 and 7.

Note.— Specifications governing the determination and reporting of WGS-84 coordinates are given in Annex 11, Chapter 2, and Annex 14, Volumes I and II, Chapter 2.

3.6.5 Use of ICAO abbreviations

ICAO abbreviations shall be used in the aeronautical information services whenever they are appropriate and their use will facilitate distribution of information.

3.6.6 Use of automation

Recommendation.— *Automation in AIS should be introduced with the objective of improving the speed, accuracy, efficiency and cost effectiveness of aeronautical information services.*

3.6.7 Identification and delineation of prohibited, restricted and danger areas

3.6.7.1 Each prohibited area, restricted area, or danger area established by a State shall, upon initial establishment, be given an identification and full details shall be promulgated (see ENR 5.1 of Appendix 1).

3.6.7.2 The identification so assigned shall be used to identify the area in all subsequent notifications pertaining to that area.

3.6.7.3 The identification shall be composed of a group of letters and figures as follows:

- a) nationality letters for location indicators assigned to the State or territory, which has established the airspace;
- b) a letter P for prohibited area, R for restricted area and D for danger area as appropriate;
- c) a number, unduplicated within the State or territory concerned.

Note.— Nationality letters are those contained in Location Indicators (Doc 7910).

3.6.7.4 To avoid confusion, identification numbers shall not be re-used for a period of at least one year after cancellation of the area to which they refer.

3.6.7.5 **Recommendation.**— *When a prohibited, restricted or danger area is established, the area should be as small as practicable and be contained within simple geometrical limits, so as to permit ease of reference by all concerned.*

3.6.8 Human Factors considerations

The organization of the Aeronautical Information Services as well as the design, contents, processing and distribution of aeronautical information shall take into consideration Human Factors principles which facilitate their optimum utilization.

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CHAPTER 4. AERONAUTICAL INFORMATION PUBLICATIONS (AIP)

Note 1.— AIP are intended primarily to satisfy international requirements for the exchange of aeronautical information of a lasting character essential to air navigation. When practicable, the form of presentation is designed to facilitate their use in flight.

Note 2.— AIP constitute the basic information source for permanent information and long duration temporary changes.

4.1 Contents

4.1.1 An Aeronautical Information Publication shall contain, in three parts, sections and sub-sections uniformly referenced to allow for standardized electronic data storage and retrieval, current information relating to, and arranged under, those subjects enumerated in Appendix 1 that appear in Roman type, except that when the AIP, or volume of the AIP, is designed basically to facilitate operational use in flight, the precise format and arrangement may be left to the discretion of the State provided that an adequate table of contents is included.

4.1.1.1 **Recommendation.**— *Aeronautical Information Publications should, in addition, contain current information relating to those subjects enumerated in Appendix 1 that appear in italic type.*

4.1.2 Aeronautical Information Publications shall include in Part 1 — General (GEN):

- a) a statement of the competent authority responsible for the air navigation facilities, services or procedures covered by the AIP;
- b) the general conditions under which the services or facilities are available for international use;
- c) a list of significant differences between the national regulations and practices of the State and the related ICAO Standards, Recommended Practices and Procedures given in a form that would enable a user to differentiate readily between the requirements of the State and the related ICAO provisions;
- d) the choice made by a State in each significant case where an alternative course of action is provided for in ICAO Standards, Recommended Practices and Procedures.

4.1.3 The aeronautical charts listed alphabetically below shall, when available for designated international aerodromes/heliports, form part of the AIP, or be distributed separately to recipients of the AIP:

- a) Aerodrome/Heliport Chart — ICAO;
- b) Aerodrome Ground Movement Chart — ICAO;
- c) Aerodrome Obstacle Chart — ICAO Type A;
- d) Aircraft Parking/Docking Chart — ICAO;
- e) Area Chart — ICAO;
- f) Instrument Approach Chart — ICAO;
- g) Precision Approach Terrain Chart — ICAO;
- h) Standard Arrival Chart — Instrument (STAR) — ICAO;
- i) Standard Departure Chart — Instrument (SID) — ICAO;
- j) Visual Approach Chart — ICAO.

4.1.4 Charts, maps or diagrams shall be used, when appropriate, to complement or as a substitute for the tabulations or text of Aeronautical Information Publications.

Note.— Where appropriate, charts produced in conformity with Annex 4 — Aeronautical Charts, may be used to fulfil this requirement. Guidance material as to the specifications of index maps and diagrams included in Aeronautical Information Publications is contained in the Aeronautical Information Services Manual (Doc 8126).

4.2 General specifications

4.2.1 Each Aeronautical Information Publication shall be self-contained and shall include a table of contents.

Note.— If it is necessary by reason of bulk or for convenience, to publish an AIP in two or more parts or volumes, each of them will indicate that the remainder of the information is to be found in the other part(s) or volume(s).

4.2.1.1 Each AIP shall not duplicate information within itself or from other sources.

4.2.1.2 When two or more States combine to issue a joint AIP, this shall be made clear both on the cover and in the table of contents.

4.2.2 **Recommendation.**— *AIP should be published in loose-leaf form unless the complete publication is reissued at frequent intervals.*

4.2.3 Each Aeronautical Information Publication shall be dated. In the case of Aeronautical Information Publications issued in loose-leaf form, each page shall be dated. The date, consisting of the day, month (by name) and year, shall be the publication date or the effective date of the information.

4.2.4 A checklist giving the current date of each page in the Aeronautical Information Publication series shall be reissued frequently to assist the user in maintaining a current publication. The page number/chart title and date of the checklist shall appear on the checklist itself.

4.2.5 Each Aeronautical Information Publication issued as a bound volume and each page of an Aeronautical Information Publication issued in loose-leaf form shall be so annotated as to indicate clearly:

- a) the identity of the Aeronautical Information Publication;
- b) territory covered and subdivisions when necessary;
- c) identification of issuing State and producing organization (authority);
- d) page numbers/chart titles;
- e) degree of reliability if the information is doubtful.

4.2.6 **Recommendation.**— *The sheet size should be no larger than 210 × 297 mm, except that larger sheets may be used provided they are folded to the same size.*

4.2.7 All changes to the AIP, or new information on a reprinted page, shall be identified by a distinctive symbol or annotation.

4.2.8 Operationally significant changes to the AIP shall be published in accordance with AIRAC procedures and shall be clearly identified by the acronym — AIRAC.

4.2.9 AIP shall be amended or reissued at such regular intervals as may be necessary to keep them up to date. Recourse to hand amendments or annotations shall be kept to the minimum. The normal method of amendment shall be by means of replacement sheets.

4.2.9.1 The regular interval referred to in 4.2.9 shall be specified in the AIP, Part 1 — General (GEN).

Note.— *Guidance material on the establishment of intervals between publication dates of AIP Amendments is contained in the Aeronautical Information Services Manual (Doc 8126).*

4.3 Specifications for AIP Amendments

4.3.1 Permanent changes to the AIP shall be published as AIP Amendments.

4.3.2 Each AIP Amendment shall be allocated a serial number, which shall be consecutive.

4.3.3 Each AIP Amendment page, including the cover sheet, shall display a publication date.

4.3.4 Each AIRAC AIP Amendment page, including the cover sheet, shall display an effective date.

4.3.5 When an AIP Amendment is issued, it shall include references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated into the amendment.

4.3.6 A brief indication of the subjects affected by the amendment shall be given on the AIP Amendment cover sheet.

4.3.7 When an AIP Amendment will not be published at the established interval or publication date, a NIL notification shall be originated and distributed by the monthly printed plain-language summary of NOTAM in force required by 5.2.8.3.

4.4 Specifications for AIP Supplements

4.4.1 Temporary changes of long duration (three months or longer) and information of short duration which contains extensive text and/or graphics shall be published as AIP Supplements.

Note.— *Guidance material on the use of AIP Supplements together with examples of such use are contained in the Aeronautical Information Services Manual (Doc 8126).*

4.4.2 Each AIP Supplement shall be allocated a serial number which shall be consecutive and based on the calendar year.

4.4.3 AIP Supplement pages shall be kept in the AIP as long as all or some of their contents remain valid.

4.4.4 When an AIP Supplement is sent in replacement of a NOTAM, it shall include a reference to the serial number of the NOTAM.

4.4.5 A checklist of AIP Supplements currently in force shall be issued at intervals of not more than one month. This information shall be issued through the medium of the monthly printed plain-language summary of NOTAM in force required by 5.2.8.3.

4.4.6 **Recommendation.**— *AIP Supplement pages should be coloured in order to be conspicuous, preferably in yellow.*

4.4.7 **Recommendation.**— *AIP Supplement pages should be kept as the first item in the AIP parts.*

4.5 Distribution

AIP, AIP Amendments and AIP Supplements shall be made available by the most expeditious means.

CHAPTER 5. NOTAM

5.1 Origination

5.1.1 A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration or when operationally significant permanent changes, or temporary changes of long duration are made at short notice, except for extensive text and/or graphics.

Note.— Information of short duration containing extensive text and/or graphics is published as an AIP Supplement (see Chapter 4, 4.4).

5.1.1.1 A NOTAM shall be originated and issued whenever the following information is of direct operational significance:

- a) establishment, closure or significant changes in operation of aerodrome(s) or runways;
 - b) establishment, withdrawal and significant changes in operation of aeronautical services (AGA, AIS, ATS, COM, MET, SAR, etc.);
 - c) the establishment or withdrawal of electronic and other aids to air navigation and aerodromes. This includes: interruption or return to operation, change of frequencies, change in notified hours of service, change of identification, change of orientation (directional aids), change of location, power increase or decrease amounting to 50 per cent or more, change in broadcast schedules or contents, or irregularity or unreliability of operation of any electronic aid to air navigation, and air-ground communication services;
 - d) establishment, withdrawal or significant changes made to visual aids;
 - e) interruption of or return to operation of major components of aerodrome lighting systems;
 - f) establishment, withdrawal or significant changes made to procedures for air navigation services;
 - g) occurrence or correction of major defects or impediments in the manoeuvring area;
 - h) changes to and limitations on availability of fuel, oil and oxygen;
 - i) major changes to search and rescue facilities and services available;
 - j) establishment, withdrawal or return to operation of hazard beacons marking significant obstacles to air navigation;
 - k) changes in regulations requiring immediate action, e.g. prohibited areas for SAR action;
 - l) presence of hazards which affect air navigation (including obstacles, military exercises, displays, races, major parachuting events outside promulgated sites);
 - m) erecting, removal of or changes to significant obstacles to air navigation in the take-off/climb, missed approach, approach areas and runway strip;
 - n) establishment or discontinuance (including activation or deactivation) as applicable, or changes in the status of prohibited, restricted or danger areas;
 - o) establishment or discontinuance of areas or routes or portions thereof where the possibility of interception exists and where the maintenance of guard on the VHF emergency frequency 121.5 MHz is required;
 - p) allocation, cancellation or change of location indicators;
 - q) significant changes in the level of protection normally available at an aerodrome for rescue and fire fighting purposes. NOTAM shall be originated only when a change of category is involved and such change of category shall be clearly stated (see Annex 14, Volume I, Chapter 9, and Attachment A, Section 17);
 - r) presence or removal or significant changes in hazardous conditions due to snow, slush, ice or water on the movement area;
- Note.— Notification of such conditions is to be made preferably by use of the SNOWTAM format in Appendix 2, or the NOTAM Code (Doc 8400) and plain language.*
- s) outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures;
 - t) forecasts of solar cosmic radiation, where provided;
 - u) an operationally significant change in volcanic activity, the location, date and time of volcanic eruptions and/or horizontal and vertical extent of volcanic ash cloud,

including direction of movement, flight levels and routes or portions of routes which could be affected. Notification of such conditions is to be made preferably by use of the ASHTAM format in Appendix 3, or in the NOTAM Code (Doc 8400) and plain language;

- v) release into the atmosphere of radioactive materials or toxic chemicals following a nuclear or chemical incident, the location, date and time of the incident, the flight levels and routes or portions thereof which could be affected and the direction of movement;
- w) establishment of operations of humanitarian relief missions, such as those undertaken under the auspices of United Nations, together with procedures and/or limitations which affect air navigation.

5.1.1.2 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, NOTAM shall be originated giving a brief description of the contents, the effective date and the reference number to the amendment or supplement. This NOTAM shall come into force on the same effective date as the amendment or supplement.

5.1.1.2.1 **Recommendation.**— *NOTAM should remain in force as a reminder in the pre-flight information bulletin until the next checklist/summary is issued.*

5.1.1.3 **Recommendation.**— *The need for origination of a NOTAM should be considered in any other operationally significant circumstance.*

5.1.1.4 The following information shall not be notified by NOTAM:

- a) routine maintenance work on aprons and taxiways which does not affect the safe movement of aircraft;
- b) runway marking work, when aircraft operations can safely be conducted on other available runways, or the equipment used can be removed when necessary;
- c) temporary obstructions in the vicinity of aerodromes that do not affect the safe operation of aircraft;
- d) partial failure of aerodrome lighting facilities where such failure does not directly affect aircraft operations;
- e) partial temporary failure of air-ground communications when suitable alternative frequencies are known to be available and are operative;
- f) the lack of apron marshalling services and road traffic control;
- g) the unserviceability of location, destination or other instruction signs on the aerodrome movement area;

h) parachuting when in uncontrolled airspace under VFR (see 5.1.1.1 l)), when controlled, at promulgated sites or within danger or prohibited areas;

i) other information of a similar temporary nature.

5.1.1.5 At least seven days' advance notice shall be given of the activation of established danger, restricted or prohibited areas and of activities requiring temporary airspace restrictions other than for emergency operations.

5.1.1.5.1 **Recommendation.**— *Notice of any subsequent cancellation of the activities or any reduction of the hours of activity or the dimensions of the airspace should be given as soon as possible.*

Note.— *Whenever possible, at least 24 hours' advance notice is desirable, to permit timely completion of the notification process and to facilitate airspace utilization planning.*

5.1.1.6 **Recommendation.**— *NOTAM notifying unserviceability of aids to air navigation, facilities or communication services should give an estimate of the period of unserviceability or the time at which restoration of service is expected.*

5.2 General specifications

5.2.1 Each NOTAM in a series of NOTAM shall be allocated a serial number by the originator. That number shall be consecutive and based on the calendar year.

5.2.1.1 When NOTAM are distributed in more than one series, each series shall be separately identified by letter.

5.2.2 Each NOTAM shall be as brief as possible and so compiled that its meaning is clear without reference to another document.

5.2.3 Each NOTAM shall be transmitted as a single telecommunication message.

5.2.4 A NOTAM containing permanent or temporary information of long duration shall carry appropriate AIP or AIP Supplement references.

5.2.5 When a NOTAM is issued which cancels or supersedes a previous NOTAM, the serial number of the previous NOTAM shall be indicated.

5.2.6 When errors occur in a NOTAM, a replacement NOTAM shall be issued.

5.2.7 Location indicators included in the text of a NOTAM shall conform to the official ICAO list.

5.2.7.1 In no case shall a curtailed form of such indicator be used.

5.2.7.2 Where no ICAO location indicator is assigned to the location, the name of the place spelt in accordance with 3.6.2 shall be entered in plain language.

5.2.8 A checklist of NOTAM currently in force shall be issued over the AFTN at intervals of not more than one month.

5.2.8.1 A checklist of NOTAM shall refer to the latest AIP Amendments, AIP Supplements and at least the internationally distributed AIC.

5.2.8.2 A checklist of NOTAM shall have the same distribution as the actual message series to which they refer and shall be clearly identified as checklist.

5.2.8.3 A monthly printed plain-language summary of NOTAM in force including the indications of the latest AIP Amendments, checklist of AIP Supplements and AIC issued, shall be prepared with a minimum of delay and forwarded by the most expeditious means to recipients of the Integrated Aeronautical Information Package.

5.3 Distribution

5.3.1 A NOTAM shall be distributed to addressees to whom the information is of direct operational significance, and who would not otherwise have at least seven days' prior notification.

5.3.2 Except as otherwise provided in 5.3.3 and 5.3.4, the text of each NOTAM shall contain the information in the order shown in the NOTAM Format in Appendix 6.

5.3.3 Information concerning snow, ice and standing water on aerodrome pavements shall, when reported by means of a SNOWTAM, contain the information in the order shown in the format in Appendix 2.

5.3.4 Information concerning an operationally significant change in volcanic activity, a volcanic eruption and/or volcanic ash cloud shall, when reported by means of an ASHTAM, contain the information in the order shown in the format in Appendix 3.

5.3.5 NOTAM shall be prepared in conformity with the relevant provisions of the ICAO communication procedures.

5.3.5.1 The aeronautical fixed telecommunication network (AFTN) shall, whenever practicable, be employed for NOTAM distribution.

5.3.5.2 When a NOTAM exchanged as specified in 5.3.8 is sent by means other than the aeronautical fixed telecommunication network (AFTN), a six-digit date-time group indi-

cating the date and time of filing the NOTAM and the identification of the originator shall be used, preceding the text.

5.3.6 NOTAM transmitted over the international telecommunication service shall be composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

Note 1.— The ICAO NOTAM Code and ICAO abbreviations are those contained in ICAO Abbreviations and Codes (Doc 8400).

Note 2.— A SNOWTAM (see format in Appendix 2) may be used for information relating to snow, slush, ice or standing water associated with snow, slush and ice in the movement area.

Note 3.— An ASHTAM (see format in Appendix 3) may be used for information relating to operationally significant changes in volcanic activity, a volcanic eruption and/or volcanic ash cloud.

5.3.7 The originating State shall select the NOTAM that are to be given international distribution.

5.3.7.1 **Recommendation.**— *Selective distribution lists should be used when practicable.*

Note.— These lists are intended to obviate superfluous distribution of information. Guidance material relating to this is contained in the Aeronautical Information Services Manual (Doc 8126).

5.3.8 International exchange of a NOTAM shall take place only as mutually agreed between the international NOTAM offices concerned. The international exchange of ASHTAM (see 5.3.4), and NOTAM where States continue to use the NOTAM for distribution of information on volcanic activity, shall include volcanic ash advisory centres, and shall take account of the requirements of long-haul operations.

Note.— Arrangements may be made for direct exchange of SNOWTAM (see Appendix 2) between aerodromes.

5.3.8.1 These exchanges of NOTAM between international NOTAM offices shall, as far as practicable, be limited to the requirements of the receiving States concerned by means of separate series providing for at least international and domestic flights.

5.3.8.2 A predetermined distribution system for NOTAM transmitted on the AFTN in accordance with Appendix 5 shall be used whenever possible, subject to the requirements of 5.3.8.

CHAPTER 6. AERONAUTICAL INFORMATION REGULATION AND CONTROL (AIRAC)

6.1 General specifications

6.1.1 Information concerning the circumstances listed in Appendix 4, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 29 January 1998. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.

Note.— Guidance material on the procedures applicable to the AIRAC system is contained in the Aeronautical Information Services Manual (Doc 8126).

6.1.1.1 **Recommendation.**— *Whenever major changes are planned and where additional notice is desirable and practicable, a publication date of at least 56 days in advance of the effective date should be used.*

6.1.2 **Recommendation.**— *The regulated system (AIRAC) should also be used for the provision of information relating to the establishment and withdrawal of, and pre-meditated significant changes in, the circumstances listed in Appendix 4, Part 2.*

6.1.3 When information has not been submitted by the AIRAC date, a NIL notification shall be originated and distributed by NOTAM or other suitable means, not later than one cycle before the AIRAC effective date concerned.

6.1.4 Implementation dates other than AIRAC effective dates shall not be used for pre-planned operationally significant changes requiring cartographic work and/or for updating of navigation databases.

6.1.5 **Recommendation.**— *The use of the date in the AIRAC cycle which occurs between 21 December and*

17 January inclusive should be avoided as an effective date for the introduction of significant changes under the AIRAC system.

6.2 Provision of information in paper copy form

6.2.1 In all instances, information provided under the AIRAC system shall be published in paper copy form and shall be distributed by the AIS unit at least 42 days in advance of the effective date with the objective of reaching recipients at least 28 days in advance of the effective date.

6.2.2 **Recommendation.**— *Whenever major changes are planned and where advance notice is desirable and practicable, a publication date of at least 56 days in advance of the effective date should be used.*

6.3 Provision of information in electronic form

6.3.1 States that have established an aeronautical data base shall, when updating its contents concerning the circumstances listed in Appendix 4, Part 1, ensure that the effective dates of data coincide with the established AIRAC effective dates used for the provision of information in paper copy form.

6.3.2 Information provided in electronic form, concerning the circumstances listed in Appendix 4, Part 1, shall be distributed/made available by the AIS unit so as to reach recipients at least 28 days in advance of the AIRAC effective date.

6.3.3 **Recommendation.**— *Whenever major changes are planned and where advance notice is desirable and practicable, information provided in electronic form should be distributed/made available at least 56 days in advance of the effective date.*

CHAPTER 7. AERONAUTICAL INFORMATION CIRCULARS (AIC)

7.1 Origination

7.1.1 An AIC shall be originated whenever it is necessary to promulgate aeronautical information which does not qualify:

- a) under the specifications in 4.1 for inclusion in an AIP; or
- b) under the specifications in 5.1 for the origination of a NOTAM.

7.1.1.1 An AIC shall be originated whenever it is desirable to promulgate:

- a) a long-term forecast of any major change in legislation, regulations, procedures or facilities;
- b) information of a purely explanatory or advisory nature liable to affect flight safety;
- c) information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

This shall include:

- 1) forecasts of important changes in the air navigation procedures, services and facilities provided;
- 2) forecasts of implementation of new navigational systems;
- 3) significant information arising from aircraft accident/incident investigation which has a bearing on flight safety;
- 4) information on regulations relating to the safeguarding of international civil aviation against acts of unlawful interference;
- 5) advice on medical matters of special interest to pilots;
- 6) warnings to pilots concerning the avoidance of physical hazards;
- 7) effect of certain weather phenomena on aircraft operations;
- 8) information on new hazards affecting aircraft handling techniques;

- 9) regulations relating to the carriage of restricted articles by air;
- 10) reference to the requirements of, and publication of changes in, national legislation;
- 11) aircrew licensing arrangements;
- 12) training of aviation personnel;
- 13) application of, or exemption from, requirements in national legislation;
- 14) advice on the use and maintenance of specific types of equipment;
- 15) actual or planned availability of new or revised editions of aeronautical charts;
- 16) carriage of radio equipment;
- 17) explanatory information relating to noise abatement;
- 18) selected airworthiness directives;
- 19) changes in NOTAM series or distribution, new editions of AIP or major changes in their contents, coverage or format;
- 20) advance information on the snow plan (see 7.1.1.2);
- 21) other information of a similar nature.

Note.— The publication of an AIC does not remove the obligations set forth in Chapters 4 and 5.

7.1.1.2 The snow plan published under AD 1.2.2 of Appendix 1 shall be supplemented by seasonal information, to be issued well in advance of the beginning of each winter — not less than one month before the normal onset of winter conditions — and should contain information such as that listed below:

- a) a list of aerodromes where snow clearance is expected to be performed during the coming winter:
 - *1) in accordance with the runway and taxiway systems; or

* This information, or any part of it, may be included in the AIP, if so desired.

- *2) planned snow clearing, deviating from the runway system (length, width and number of runways, affected taxiways and aprons or portions thereof);
- *b) information concerning any centre designated to co-ordinate information on the current state of progress of clearance and on the current state of runways, taxiways and aprons;
- c) a division of the aerodromes into SNOWTAM distribution lists in order to avoid excessive NOTAM distribution;
- *d) an indication, as necessary, of minor changes to the standing snow plan;
- *e) a descriptive list of clearance equipment;
- *f) a listing of what will be considered as the minimum critical snow bank to be reported at each aerodrome at which reporting will commence.

7.2 General specifications

7.2.1 AIC shall be issued in printed form.

Note.— Both text and diagrams may be included.

7.2.1.1 The originating State shall select the AIC that are to be given international distribution.

7.2.1.2 Each AIC shall be allocated a serial number which should be consecutive and based on the calendar year.

7.2.1.3 When AIC are distributed in more than one series, each series shall be separately identified by a letter.

7.2.1.4 **Recommendation.**— *Differentiation and identification of AIC topics according to subjects using colour coding should be practised where the numbers of AIC in force are sufficient to make identification in this form necessary.*

7.2.2 A checklist of AIC currently in force shall be issued at least once a year, with distribution as for the AIC.

7.3 Distribution

States shall give AIC selected for international distribution the same distribution as for the AIP.

* This information, or any part of it, may be included in the AIP, if so desired.

CHAPTER 8. PRE-FLIGHT AND POST-FLIGHT INFORMATION/DATA

8.1 Pre-flight information

8.1.1 At any aerodrome normally used for international air operations, aeronautical information essential for the safety, regularity and efficiency of air navigation and relative to the route stages originating at the aerodrome shall be made available to flight operations personnel, including flight crews and services responsible for pre-flight information.

8.1.2 Aeronautical information provided for pre-flight planning purposes at the aerodromes referred to in 8.1.1 shall include relevant:

- a) elements of the Integrated Aeronautical Information Package;
- b) maps and charts.

Note.— The documentation listed in a) and b) may be limited to national publications and when practicable, those of immediately adjacent States, provided a complete library of aeronautical information is available at a central location and means of direct communications are available between the aerodrome AIS unit and that library.

8.1.2.1 Additional current information relating to the aerodrome of departure shall be provided concerning the following:

- a) construction or maintenance work on or immediately adjacent to the manoeuvring area;
- b) rough portions of any part of the manoeuvring area, whether marked or not, e.g. broken parts of the surface of runways and taxiways;
- c) presence and depth of snow, ice or water on runways and taxiways, including their effect on surface friction;
- d) snow drifted or piled on or adjacent to runways or taxiways;
- e) parked aircraft or other objects on or immediately adjacent to taxiways;
- f) presence of other temporary hazards including those created by birds;
- g) failure or irregular operation of part or all of the aerodrome lighting system including approach, threshold, runway, taxiway, obstruction and manoeuvring area unserviceability lights and aerodrome power supply;

- h) failure, irregular operation and changes in the operational status of ILS (including markers), SRE, PAR, DME, SSR, VOR, NDB, VHF aeromobile channels, RVR observing system, and secondary power supply;
- i) presence and operations of humanitarian relief missions, such as those undertaken under the auspices of the United Nations, together with any associated procedures and/or limitations applied thereof.

8.1.3 A recapitulation of current NOTAM and other information of urgent character shall be made available to flight crews in the form of plain language pre-flight information bulletins (PIB).

Note.— Guidance on the preparation of PIB is contained in the Aeronautical Information Services Manual (Doc 8126).

8.2 Automated aeronautical information systems

8.2.1 Where the civil aviation authority or the agency to which the authority to provide service has been delegated in accordance with 3.1.1 c) uses automated pre-flight information systems to make aeronautical information/data available to operations personnel including flight crew members for self-briefing, flight planning and flight information service purposes, the information/data made available shall comply with the provisions of 8.1.2 and 8.1.3.

8.2.2 Recommendation.— *Automated pre-flight information systems providing a harmonized, common point of access by operations personnel, including flight crew members and other aeronautical personnel concerned, to aeronautical information in accordance with 8.2.1 above and meteorological information in accordance with 9.9.1 of Annex 3 — Meteorological Service for International Air Navigation, should be established by an agreement between the civil aviation authority or the agency to which the authority to provide service has been delegated in accordance with 3.1.1 c) and the relevant meteorological authority.*

8.2.3 Where automated pre-flight information systems are used to provide the harmonized, common point of access by operations personnel, including flight crew members and other aeronautical personnel concerned, to aeronautical information/data and meteorological information, the civil aviation authority or the agency to which the authority to provide service has been delegated in accordance with 3.1.1 c) shall remain responsible for the quality and timeliness of the aeronautical information/data provided by means of such system.

Note.— The meteorological authority concerned remains responsible for the quality of the meteorological information provided by means of such system in accordance with 2.2.7 of Annex 3.

8.2.4 Self-briefing facilities of an automated pre-flight information system shall provide for access by operations personnel, including flight crew members and other aeronautical personnel concerned, to consultation as necessary with aeronautical information service by telephone or other suitable telecommunications means. The human/machine interface of such facilities shall ensure easy access in a guided manner to all relevant information/data.

8.2.5 **Recommendation.**— Automated pre-flight information systems for the supply of aeronautical information/data for self-briefing, flight planning and flight information service should:

- a) provide for continuous and timely updating of the system data base and monitoring of the validity and quality of the aeronautical information stored;
- b) permit access to the system by operations personnel including flight crew members, aeronautical personnel concerned and other aeronautical users through suitable telecommunications means;

c) ensure provision, in the paper copy form, of the aeronautical information/data accessed, as required;

d) use access and interrogation procedures based on abbreviated plain language and ICAO location indicators, as appropriate, or based on a menu-driven user interface or other appropriate mechanism as agreed between the civil aviation authority and operator concerned; and

e) provide for rapid response to a user request for information.

Note.— ICAO abbreviations and codes and location indicators are given respectively in the Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400) and Location Indicators (Doc 7910).

8.3 Post-flight information

States shall ensure that arrangements are made to receive at aerodromes/heliports information concerning the state and operation of air navigation facilities noted by aircrews, and shall ensure that such information is made available to the aeronautical information service for such distribution as the circumstances necessitate.

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CHAPTER 9. TELECOMMUNICATION REQUIREMENTS

9.1 International NOTAM offices shall be connected to the aeronautical fixed service (AFS).

9.1.1 The connections shall provide for printed communications.

9.2 Each international NOTAM office shall be connected, through the aeronautical fixed service (AFS), to the following points within the territory for which it provides service:

- a) area control centres and flight information centres;
 - b) aerodromes/heliports at which an information service is established in accordance with Chapter 8.
-

APPENDIX 1. CONTENTS OF AERONAUTICAL INFORMATION PUBLICATION (AIP)

(see Chapter 4)

PART 1 — GENERAL (GEN)

If an AIP is produced and made available in more than one volume with each having a separate amendment and supplement service, a separate preface, record of AIP Amendments, record of AIP Supplements, checklist of AIP pages and list of current hand amendments must be included in each volume.

GEN 0.1 Preface

Brief description of the Aeronautical Information Publication (AIP), including:

- 1) name of the publishing authority;
- 2) applicable ICAO documents;
- 3) the AIP structure and established regular amendment interval; and
- 4) service to contact in case of detected AIP errors or omissions.

GEN 0.2 Record of AIP Amendments

A record of AIP Amendments and AIRAC AIP Amendments (published in accordance with the AIRAC system) containing:

- 1) amendment number;
- 2) publication date;
- 3) date inserted (for the AIRAC AIP Amendments, effective date); and
- 4) initials of officer who inserted the amendment.

GEN 0.3 Record of AIP Supplements

A record of issued AIP Supplements containing:

- 1) Supplement number;
- 2) Supplement subject;
- 3) AIP section(s) affected;

- 4) period of validity; and

- 5) cancellation record.

GEN 0.4 Checklist of AIP pages

A checklist of AIP pages containing:

- 1) page number/chart title; and
- 2) publication or effective date (day, month by name and year) of the aeronautical information.

GEN 0.5 List of hand amendments to the AIP

A list of current hand amendments to the AIP containing:

- 1) AIP page(s) affected;
- 2) amendment text; and
- 3) AIP Amendment number by which a hand amendment was introduced.

GEN 0.6 Table of contents to Part 1

A list of sections and subsections contained in Part 1 — General (GEN).

Note.— Subsections may be listed alphabetically.

GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated authorities

The addresses of designated authorities concerned with the facilitation of international air navigation (civil aviation, meteorology, customs, immigration, health, en-route and aerodrome/heliport charges, agricultural quarantine and aircraft accidents investigation) containing, for each authority:

- 1) designated authority;
- 2) name of the authority;
- 3) postal address;
- 4) telephone number;
- 5) telefax number;
- 6) telex number; and
- 7) aeronautical fixed service (AFS) address.

GEN 1.2 Entry, transit and departure of aircraft

Regulations and requirements for advance notification and applications for permission concerning entry, transit and departure of aircraft on international flights.

GEN 1.3 Entry, transit and departure of passengers and crew

Regulations (including customs, immigration and quarantine, and requirements for advance notification and applications for permission) concerning entry, transit and departure of non-immigrant passengers and crew.

GEN 1.4 Entry, transit and departure of cargo

Regulations (including customs, and requirements for advance notification and applications for permission) concerning entry, transit and departure of cargo.

Note.— Provisions for facilitating entry and departure for search, rescue, salvage, investigation, repair or salvage in connection with lost or damaged aircraft are detailed in section GEN 3.6, Search and rescue.

GEN 1.5 Aircraft instruments, equipment and flight documents

Brief description of aircraft instruments, equipment and flight documents, including:

- 1) instruments, equipment (including aircraft communication and navigation equipment) and flight documents to be carried on aircraft, including any special requirement in addition to the provisions specified in Annex 6, Part I, Chapters 6 and 7; and

- 2) emergency locator transmitter (ELT), signalling devices and life-saving equipment as presented in Annex 6, Part I, 6.6 and Part II, 6.4 where so determined by regional air navigation meetings, for flights over designated land areas.

GEN 1.6 Summary of national regulations and international agreements/conventions

A list of titles and references and, where applicable, summaries of national regulations affecting air navigation, together with a list of international agreements/conventions ratified by State.

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

A list of significant differences between national regulations and practices of the State and related ICAO provisions, including:

- 1) provision affected (Annex and edition number, paragraph); and
- 2) difference in full text.

All significant differences must be listed under this subsection. All Annexes must be listed in a numerical order even if there is no difference to an Annex, in which case a NIL notification must be provided. National differences or the degree of non-application of the regional supplementary procedures (SUPPS) must be notified immediately following the Annex to which the supplementary procedure relates.

GEN 2. TABLES AND CODES

GEN 2.1 Measuring system, aircraft markings, holidays

GEN 2.1.1 Units of measurement

Description of units of measurement used including table of units of measurement.

GEN 2.1.2 Time system

Description of time system employed, together with an indication of whether or not daylight saving hours are employed and how the time system is presented throughout the AIP.

GEN 2.1.3 Geodetic reference datum

Brief description of geodetic datum used, including:

- 1) name/designation of datum(s);
- 2) area(s) of application; and
- 3) explanation, if applicable, of asterisk used to identify those coordinates which do not meet Annexes 4 and 15 requirements.

GEN 2.1.4 Aircraft nationality and registration marks

Indication of aircraft nationality and registration marks adopted by the State.

GEN 2.1.5 Public holidays

A list of public holidays with indication of services being affected.

GEN 2.2 Abbreviations used in AIS publications

A list of alphabetically arranged abbreviations and their respective significations used by the State in its Aeronautical Information Publication and in the dissemination of aeronautical information with appropriate annotation for those national abbreviations which are different from *Procedures for Air Navigation Services — ICAO Abbreviations and Codes* (PANS-ABC, Doc 8400).

Note.— A list of alphabetically arranged definitions/glossary of terms may also be added.

GEN 2.3 Chart symbols

A list of chart symbols arranged according to the chart series where symbols are applied.

GEN 2.4 Location indicators

A list of alphabetically arranged location indicators assigned to the locations of aeronautical fixed stations to be used for encoding and decoding purposes. An annotation to locations not connected to the Aeronautical Fixed Service (AFS) must be provided.

GEN 2.5 List of radio navigation aids

A list of radio navigation aids arranged alphabetically, containing:

- 1) identifier;
- 2) name of the station;
- 3) type of facility/aid; and
- 4) indication whether aid serves en-route (E), aerodrome (A) or dual (AE) purposes.

GEN 2.6 Conversion tables

Tables for conversion between:

- 1) nautical miles and kilometres and vice versa;
- 2) feet and metres and vice versa;
- 3) decimal minutes of arc and seconds of arc and vice versa; and
- 4) other conversion tables, as appropriate.

GEN 2.7 Sunrise/sunset tables

Brief description of criteria used for determination of the times given in the sunrise/sunset tables, together with an alphabetical list of locations for which the times are given with a reference to the related page in the table and the sunrise/sunset tables for the selected stations/locations, including:

- 1) station name;
- 2) ICAO location indicator;
- 3) geographical coordinates in degrees and minutes;
- 4) date(s) for which times are given;
- 5) time for the beginning of morning civil twilight;
- 6) time for sunrise;
- 7) time for sunset; and
- 8) time for the end of evening civil twilight.

GEN 3. SERVICES**GEN 3.1 Aeronautical information services****GEN 3.1.1 Responsible service**

Description of the Aeronautical Information Service (AIS) provided and its major components, including:

- 1) service/unit name;
- 2) postal address;
- 3) telephone number;
- 4) telefax number;
- 5) telex number;
- 6) AFS address;
- 7) a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed; and
- 8) an indication if service is not H24.

GEN 3.1.2 Area of responsibility

The area of responsibility for the aeronautical information service.

GEN 3.1.3 Aeronautical publications

Description of the elements of the Integrated Aeronautical Information Package, including:

- 1) AIP and related amendment service;
- 2) AIP Supplements;
- 3) AIC;
- 4) NOTAM and pre-flight information bulletins (PIB);
- 5) checklists and summaries; and
- 6) how they may be obtained.

When an AIC is used to promulgate publication prices, that must be indicated in this section of the AIP.

GEN 3.1.4 AIRAC system

Brief description of the AIRAC system provided including a table of present and near future AIRAC dates.

GEN 3.1.5 Pre-flight information service at aerodromes/heliports

A list of aerodromes/heliports at which pre-flight information is routinely available, including an indication of relevant:

- 1) elements of the Integrated Aeronautical Information Packages held;
- 2) maps and charts held; and
- 3) general area of coverage of such data.

GEN 3.2 Aeronautical charts**GEN 3.2.1 Responsible service(s)**

Description of service(s) responsible for the production of aeronautical charts, including:

- 1) service name;
- 2) postal address;
- 3) telephone number;
- 4) telefax number;
- 5) telex number;
- 6) AFS address;
- 7) a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed; and
- 8) an indication if service is not H24.

GEN 3.2.2 Maintenance of charts

Brief description of how aeronautical charts are revised and amended.

GEN 3.2.3 Purchase arrangements

Details of how charts may be obtained, containing:

Appendix 1

- 1) service/sales agency(ies);
- 2) postal address;
- 3) telephone number;
- 4) telefax number;
- 5) telex number; and
- 6) AFS address.

GEN 3.2.4 Aeronautical chart series available

A list of aeronautical chart series available followed by a general description of each series and an indication of the intended use.

GEN 3.2.5 List of aeronautical charts available

A list of aeronautical charts available, including:

- 1) title of series;
- 2) scale of series;
- 3) name and/or number of each chart or each sheet in a series;
- 4) price per sheet; and
- 5) date of latest revision.

GEN 3.2.6 Index to the World Aeronautical Chart (WAC) — ICAO 1:1 000 000

An index chart showing coverage and sheet layout for the WAC 1:1 000 000 produced by a State. If Aeronautical Chart — ICAO 1:500 000 is produced instead of WAC 1:1 000 000, index charts must be used to indicate coverage and sheet layout for the Aeronautical Chart — ICAO 1:500 000.

GEN 3.2.7 Topographical charts

Details of how topographical charts may be obtained, containing:

- 1) name of service/agency(ies);

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- 2) postal address;
- 3) telephone number;
- 4) telefax number;
- 5) telex number; and
- 6) AFS address.

GEN 3.2.8 Corrections to charts not contained in the AIP

A list of corrections to aeronautical charts not contained in the AIP, or an indication where such information can be obtained.

GEN 3.3 Air traffic services

GEN 3.3.1 Responsible service

Description of the air traffic service and its major components, including:

- 1) service name;
- 2) postal address;
- 3) telephone number;
- 4) telefax number;
- 5) telex number;
- 6) AFS address;
- 7) a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed; and
- 8) an indication if service is not H24.

GEN 3.3.2 Area of responsibility

Brief description of area of responsibility for which air traffic services are provided.

GEN 3.3.3 Types of services

Brief description of main types of air traffic services provided.

GEN 3.3.4 Co-ordination between the operator and ATS

General conditions under which co-ordination between the operator and air traffic services is effected.

GEN 3.3.5 Minimum flight altitude

The criteria used to determine minimum flight altitudes.

GEN 3.3.6 ATS units address list

A list of ATS units and their addresses arranged alphabetically, containing:

- 1) unit name;
- 2) postal address;
- 3) telephone number;
- 4) telefax number;
- 5) telex number; and
- 6) AFS address.

GEN 3.4 Communication services

GEN 3.4.1 Responsible service

Description of the service responsible for the provision of telecommunication and navigation facilities, including:

- 1) service name;
- 2) postal address;
- 3) telephone number;
- 4) telefax number;
- 5) telex number;
- 6) AFS address;
- 7) a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed; and
- 8) an indication if service is not H24.

GEN 3.4.2 Area of responsibility

Brief description of area of responsibility for which telecommunication service is provided.

GEN 3.4.3 Types of service

Brief description of the main types of service and facilities provided, including:

- 1) radio navigation services;
- 2) mobile service;
- 3) broadcasting service;
- 4) language(s) used; and
- 5) an indication of where detailed information can be obtained.

GEN 3.4.4 Requirements and conditions

Brief description concerning the requirements and conditions under which the communication service is available.

GEN 3.5 Meteorological services

GEN 3.5.1 Responsible service

Brief description of the meteorological service responsible for the provision of meteorological information, including:

- 1) service name;
- 2) postal address;
- 3) telephone number;
- 4) telefax number;
- 5) telex number;
- 6) AFS address;
- 7) a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed; and
- 8) an indication if service is not H24.

GEN 3.5.2 Area of responsibility

Brief description of area and/or air routes for which meteorological service is provided.

GEN 3.5.3 Meteorological observations and reports

Detailed description of the meteorological observations and reports provided for international air navigation, including:

- 1) name of the station and the ICAO location indicator;
- 2) type and frequency of observation including an indication of automatic observing equipment;
- 3) types of meteorological reports (e.g. METAR) and details of any supplementary information included (e.g. trend type of landing forecast);
- 4) specific type of observation system and number of observation sites used to observe and report surface wind, visibility, runway visual range, cloud base, temperature and, where applicable, wind shear (e.g. anemometer at intersection of runways, transmissometer next to touchdown points and intersection, etc.);
- 5) hours of operation; and
- 6) indication of aeronautical climatological information available.

GEN 3.5.4 Types of services

Brief description of the main types of service provided, including details of briefing, consultation, display of meteorological information, flight documentation available for operators and flight crew members, and of the methods and means used for supplying the meteorological information.

GEN 3.5.5 Notification required from operators

Minimum amount of advance notice required by the meteorological authority from operators in respect of briefing, consultation and flight documentation and other meteorological information they require or change.

GEN 3.5.6 Aircraft reports

As necessary, requirements of the meteorological authority for the making and transmission of aircraft reports.

GEN 3.5.7 VOLMET service

Description of VOLMET service, including:

- 1) name of transmitting station;
- 2) call sign or identification and emission;
- 3) frequency or frequencies used for broadcast;
- 4) broadcasting period;
- 5) hours of service;
- 6) list of aerodromes/heliports for which reports and/or forecasts are included; and
- 7) contents and format of the reports and forecasts included and remarks.

GEN 3.5.8 SIGMET service

Description of the meteorological watch provided within flight information regions or control areas for which air traffic services are provided, including a list of the meteorological watch offices with:

- 1) name of the meteorological watch office, ICAO location indicator;
- 2) hours of service;
- 3) flight information region(s) or control area(s) served;
- 4) types of SIGMET information issued (SIGMET, SST SIGMET) and validity periods;
- 5) specific procedures applied to SIGMET information (e.g. for volcanic ash, tropical cyclones);
- 6) the air traffic services unit(s) provided with SIGMET information; and
- 7) additional information (e.g. concerning any limitation of service, etc.).

GEN 3.5.9 Other automated meteorological services

Description of available automated services for the provision of meteorological information (e.g. automated pre-flight information service accessible by telephone and/or computer modem) including:

- 1) service name;

- 2) information available;
- 3) areas, routes and aerodromes covered; and
- 4) telephone, telex and fax number(s).

GEN 3.6 Search and rescue

GEN 3.6.1 Responsible service(s)

Brief description of service(s) responsible for the provision of search and rescue (SAR), including:

- 1) service/unit name;
- 2) postal address;
- 3) telephone number;
- 4) telefax number;
- 5) telex number;
- 6) AFS address; and
- 7) a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed.

GEN 3.6.2 Area of responsibility

Brief description of area of responsibility within which search and rescue services are provided.

GEN 3.6.3 Types of service

Brief description and geographical portrayal, where appropriate, of the type of service and facilities provided including indications where SAR aerial coverage is dependent upon significant deployment of aircraft.

GEN 3.6.4 SAR agreements

Brief description of SAR agreements in force, including provisions for facilitating entry and departure of other States' aircraft for search, rescue, salvage, repair or salvage in connection with lost or damaged aircraft, either with airborne notification only or after flight plan notification.

GEN 3.6.5 Conditions of availability

Brief description of provisions for search and rescue, including the general conditions under which the service and facilities are available for international use, including an indication of whether a facility available for search and rescue is specialized in SAR techniques and functions, or is specially used for other purposes but adapted for SAR purposes by training and equipment, or is only occasionally available and has no particular training or preparation for SAR work.

GEN 3.6.6 Procedures and signals used

Brief description of the procedures and signals employed by rescue aircraft and a table showing the signals to be used by survivors.

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

Reference may be made to where details of actual charges may be found, if not itemized in this chapter.

GEN 4.1 Aerodrome/heliport charges

Brief description of type of charges which may be applicable at aerodromes/heliports available for international use, including:

- 1) *landing of aircraft;*
- 2) *parking, hangarage and long-term storage of aircraft;*
- 3) *passenger service;*
- 4) *security;*
- 5) *noise-related items;*
- 6) *other (customs, health, immigration, etc.);*
- 7) *exemptions/reductions; and*
- 8) *methods of payment.*

GEN 4.2 Air navigation services charges

Brief description of charges which may be applicable to air navigation services provided for international use, including:

- 1) *approach control;*
- 2) *route air navigation services;*
- 3) *cost basis for air navigation services and exemptions/reductions; and*
- 4) *methods of payment.*

PART 2 — EN-ROUTE (ENR)

If an AIP is produced and made available in more than one volume with each having a separate amendment and supplement service, a separate preface, record of AIP Amendments, record of AIP Supplements, checklist of AIP pages and list of current hand amendments must be included in each volume. In the case of an AIP being published as one volume, the annotation “not applicable” must be entered against each of the above subsections.

Reference must be made in the appropriate subsection to indicate that differences between national regulations and ICAO SARPs and procedures exist and that they are detailed in GEN 1.7.

ENR 0.6 Table of contents to Part 2

A list of sections and subsections contained in Part 2 — En-route.

Note.— Subsections may be listed alphabetically.

ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 General rules

The requirement is for publication of the general rules as applied within the State.

ENR 1.2 Visual flight rules

The requirement is for publication of the visual flight rules as applied within the State.

ENR 1.3 Instrument flight rules

The requirement is for publication of the instrument flight rules as applied within the State.

ENR 1.4 ATS airspace classification

The description of ATS airspace classes in the form of the ATS airspace classification table in Annex 11, Appendix 4, appropriately annotated to indicate those airspace classes not used by the State.

ENR 1.5 Holding, approach and departure procedures

ENR 1.5.1 General

The requirement is for a statement concerning the criteria on which holding, approach and departure procedures are established. If different from ICAO provisions, the requirement is for presentation of criteria used in a tabular form.

ENR 1.5.2 Arriving flights

The requirement is to present procedures (conventional or area navigation or both) for arriving flights which are common to flights into or within the same type of airspace. If different procedures apply within a terminal airspace, a note to this effect must be given together with a reference to where the specific procedures can be found.

ENR 1.5.3 Departing flights

The requirement is to present procedures (conventional or area navigation or both) for departing flights which are common to flights departing from any aerodrome/heliport.

ENR 1.6 Radar services and procedures

ENR 1.6.1 Primary radar

Description of primary radar services and procedures, including:

- 1) supplementary services;
- 2) the application of radar control service;
- 3) radar and radio failure procedures; and
- 4) graphic portrayal of area of radar coverage.

ENR 1.6.2 Secondary surveillance radar (SSR)

Description of secondary surveillance radar (SSR) operating procedures, including:

- 1) emergency procedures;
- 2) radio communication failure and unlawful interference procedures;
- 3) the system of SSR code assignment; and
- 4) graphic portrayal of area of SSR coverage.

Note.— The SSR description is of particular importance in area or routes where the possibility of interception exists.

ENR 1.7 Altimeter setting procedures

The requirement is for a statement of altimeter setting procedures in use, containing:

- 1) brief introduction with a statement concerning the ICAO documents on which the procedures are based together with differences to ICAO provisions, if any;
- 2) basic altimeter setting procedures;
- 3) description of altimeter setting region(s);
- 4) procedures applicable to operators (including pilots); and
- 5) table of cruising levels.

ENR 1.8 Regional supplementary procedures

The requirement is for presentation of regional supplementary procedures (SUPPS) affecting the entire area of responsibility, with properly annotated national differences, if any.

ENR 1.9 Air traffic flow management

Brief description of air traffic flow management (ATFM) system, including:

- 1) ATFM structure, service area, service provided, location of unit(s) and hours of operation;
- 2) types of flow messages and descriptions of the formats; and
- 3) procedures applicable for departing flights, containing:

- a) service responsible for provision of information on applied ATFM measures;
- b) flight plan requirements; and
- c) slot allocations.

ENR 1.10 Flight planning

The requirement is to indicate any restriction, limitation or advisory information related to the flight planning stage which may assist the user in the presentation of the intended flight operation, including:

- 1) procedures for the submission of a flight plan;
- 2) repetitive flight plan system; and
- 3) changes to the submitted flight plan.

ENR 1.11 Addressing of flight plan messages

The requirement is for an indication, in tabular form, of the addresses allocated to flight plans, showing:

- 1) category of flight (IFR, VFR or both);
- 2) route (into or via FIR and/or TMA); and
- 3) message address.

ENR 1.12 Interception of civil aircraft

The requirement is for a complete statement of interception procedures and visual signals to be used with a clear indication of whether ICAO provisions are applied and if not, a complete presentation of differences.

ENR 1.13 Unlawful interference

The requirement is for presentation of appropriate procedures to be applied in case of unlawful interference.

ENR 1.14 Air traffic incidents

Description of air traffic incidents reporting system, including:

- 1) definition of air traffic incidents;
- 2) use of the “Air Traffic Incident Reporting Form”;

- 3) reporting procedures (including in-flight procedures); and
- 4) purpose of reporting and handling of the form.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

Detailed description of flight information regions (FIR), upper flight information regions (UIR), and terminal control areas (TMA), including:

- 1) name, geographical coordinates in degrees and minutes of the FIR/UIR lateral limits and in degrees, minutes and seconds of the TMA lateral limits, vertical limits and class of airspace;
- 2) identification of unit providing the service;
- 3) call sign of aeronautical station serving the unit and language(s) used, specifying the area and conditions, when and where to be used, if applicable;
- 4) frequencies supplemented by indications for specific purposes; and
- 5) remarks.

Control zones around military air bases not otherwise described in the AIP must be included in this subsection. Where the requirements of Annex 2 concerning flight plans, two-way communications and position reporting apply to all flights in order to eliminate or reduce the need for interceptions and/or where the possibility of interception exists and the maintenance of guard on the VHF emergency channel 121.5 MHz is required, a statement to this effect must be included for the relevant area(s) or portion(s) thereof.

A description of designated areas over which the carriage of an emergency locator transmitter (ELT) is required and where aircraft shall continuously guard the VHF emergency frequency 121.5 Mhz, except for those periods when aircraft are carrying out communications on other VHF channels or when airborne equipment limitations or cockpit duties do not permit simultaneous guarding of two channels.

Note.— Other types of airspace around civil aerodromes/heliports such as control zones and aerodrome traffic zones are described in the relevant aerodrome or heliport section.

ENR 2.2 Other regulated airspace

Where established, a detailed description of other types of the regulated airspace and airspace classification.

ENR 3. ATS ROUTES

Note 1.— Bearings, tracks and radials are normally magnetic. In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, may be used.

Note 2.— Change-over points established at the midpoint between two radio navigation aids, or at the intersection of the two radials in the case of a route which changes direction between the navigation aids, need not be shown for each route segment if a general statement regarding their existence is made.

ENR 3.1 Lower ATS routes

Detailed description of lower ATS routes, including:

- 1) route designator, required navigation performance (RNP) type(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including “compulsory” or “on-request” reporting points;
- 2) tracks or VOR radials to the nearest degree, geodesic distance to the nearest tenth of a kilometre or tenth of a nautical mile between each successive designated significant point and, in the case of VOR radials, change-over points;
- 3) upper and lower limits or, minimum flight altitudes to the nearest higher 50 m or 100 ft and airspace classification;
- 4) lateral limits;
- 5) direction of cruising levels; and
- 6) remarks, including an indication of the controlling unit and its operating frequency.

Note.— In relation to Annex 11, Appendix 1, and for flight planning purposes, the specified RNP type is not considered to be an integral part of the route designator.

ENR 3.2 Upper ATS routes

Detailed description of upper ATS routes, including:

- 1) route designator, required navigation performance (RNP) type(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including “compulsory” or “on-request” reporting points;

- 2) tracks or VOR radials to the nearest degree, geodesic distance to the nearest tenth of a kilometre or tenth of a nautical mile between each successive designated significant point and, in the case of VOR radials, change-over points;
- 3) upper and lower limits and airspace classification;
- 4) lateral limits;
- 5) direction of cruising levels; and
- 6) remarks, including an indication of the controlling unit and its operating frequency.

Note.— In relation to Annex 11, Appendix 1, and for flight planning purposes, the specified RNP type is not considered to be an integral part of the route designator.

ENR 3.3 Area navigation routes

Detailed description of area navigation (RNAV) routes, including:

- 1) route designator, required navigation performance (RNP) type(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including “compulsory” or “on-request” reporting points;
- 2) in respect of way-points defining a VOR/DME area navigation route, additionally:
 - a) station identification of the reference VOR/DME;
 - b) bearing to the nearest degree and the distance to the nearest tenth of a kilometre or tenth of a nautical mile from the reference VOR/DME, if the way-point is not collocated with it; and
 - c) elevation of the transmitting antenna of DME to the nearest 30 m (100 ft);
- 3) geodesic distance to the nearest tenth of a kilometre or tenth of a nautical mile between defined end-points and distance between each successive designated significant point;
- 4) upper and lower limits and airspace classification;
- 5) direction of cruising levels; and
- 6) remarks, including an indication of the controlling unit and its operating frequency.

Note.— In relation to Annex 11, Appendix 1, and for flight planning purposes, the specified RNP type is not considered to be an integral part of the route designator.

ENR 3.4 Helicopter routes

Detailed description of helicopter routes, including:

- 1) route designator, required navigation performance (RNP) type(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including “compulsory” or “on-request” reporting points;
- 2) tracks or VOR radials to the nearest degree, geodesic distance to the nearest tenth of a kilometre or tenth of a nautical mile between each successive designated significant point and, in the case of VOR radials, change-over points;
- 3) upper and lower limits and airspace classification;
- 4) minimum flight altitudes to the nearest higher 50 m or 100 ft; and
- 5) remarks, including an indication of the controlling unit and its operating frequency.

Note.— In relation to Annex 11, Appendix 1, and for flight planning purposes, the specified RNP type is not considered to be an integral part of the route designator.

ENR 3.5 Other routes

The requirement is to describe other specifically designated routes which are compulsory within specified area(s).

Note.— Arrival, transit and departure routes which are specified in connection with procedures for traffic to and from aerodromes/heliports need not be described since they are described in the relevant section of Part 3 — Aerodromes.

ENR 3.6 En-route holding

The requirement is for a detailed description of en-route holding procedures, containing:

- 1) holding identification (if any) and holding fix (navigation aid) or way-point with geographical coordinates in degrees, minutes and seconds;

- 2) inbound track;
- 3) direction of the procedure turn;
- 4) maximum indicated air speed;
- 5) minimum and maximum holding level;
- 6) time/distance outbound; and
- 7) indication of the controlling unit and its operating frequency.

Note.— Obstacle clearance criteria related to holding procedures are contained in Procedures for Air Navigation Services, Aircraft Operations (PANS-OPS, Doc 8168), Volumes I and II.

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 Radio navigation aids — en-route

A list of stations providing radio navigation services established for en-route purposes and arranged alphabetically by name of the station, including:

- 1) name of the station and magnetic variation to the nearest degree and for VOR, station declination to the nearest degree used for technical line-up of the aid;
- 2) identification;
- 3) frequency/channel for each element;
- 4) hours of operation;
- 5) geographical coordinates in degrees, minutes and seconds of the position of the transmitting antenna;
- 6) elevation of the transmitting antenna of DME to the nearest 30 m (100 ft); and
- 7) remarks.

If the operating authority of the facility is other than the designated governmental agency, the name of the operating authority must be indicated in the remarks column. Facility coverage must be indicated in the remarks column.

ENR 4.2 Special navigation systems

Description of stations associated with special navigation systems (DECCA, LORAN, etc.), including:

- 1) name of station or chain;
- 2) type of service available (master signal, slave signal, colour);
- 3) frequency (channel number, basic pulse rate, recurrence rate, as applicable);
- 4) hours of operation;
- 5) geographical coordinates in degrees, minutes and seconds of the position of the transmitting station; and
- 6) remarks.

If the operating authority of the facility is other than the designated governmental agency, the name of the operating authority must be indicated in the remarks column. Facility coverage must be indicated in the remarks column.

ENR 4.3 Name-code designators for significant points

An alphabetically arranged list of name-code designators (five-letter pronounceable “name-code”) established for significant points at positions not marked by the site of radio navigation aids, including:

- 1) name-code designator;
- 2) geographical coordinates in degrees, minutes and seconds of the position; and
- 3) reference to ATS or other routes where the point is located.

ENR 4.4 Aeronautical ground lights — en-route

A list of aeronautical ground lights and other light beacons designating geographical positions which are selected by the State as being significant, including:

- 1) name of the city or town or other identification of the beacon;
- 2) type of beacon and intensity of the light in thousands of candelas;
- 3) characteristics of the signal;
- 4) operational hours; and
- 5) remarks.

ENR 5. NAVIGATION WARNINGS**ENR 5.1 Prohibited, restricted and danger areas**

Description, supplemented by graphic portrayal where appropriate, of prohibited, restricted and danger areas together with information regarding their establishment and activation, including:

- 1) identification, name and geographical coordinates of the lateral limits in degrees, minutes and seconds if inside and in degrees and minutes if outside control area/control zone boundaries;
- 2) upper and lower limits; and
- 3) remarks, including time of activity.

Type of restriction or nature of hazard and risk of interception in the event of penetration must be indicated in the remarks column.

ENR 5.2 Military exercise and training areas and air defence identification zone (ADIZ)

Description, supplemented by graphic portrayal where appropriate, of established military training areas and military exercises taking place at regular intervals, and established air defence identification zone (ADIZ), including:

- 1) geographical coordinates of the lateral limits in degrees, minutes and seconds if inside and in degrees and minutes if outside control area/control zone boundaries;
- 2) upper and lower limits and system and means of activation announcements together with information pertinent to civil flights and applicable ADIZ procedures; and
- 3) remarks, including time of activity and risk of interception in the event of penetration of ADIZ.

ENR 5.3 Other activities of a dangerous nature and other potential hazards**ENR 5.3.1 Other activities of a dangerous nature**

Description, supplemented by charts where appropriate, of activities that could affect flights including:

- 1) geographical coordinates in degrees and minutes of centre of area and range of influence;

- 2) vertical limits;
- 3) advisory measures;
- 4) authority responsible for the provision of information; and
- 5) remarks, including time of activity.

ENR 5.3.2 Other potential hazards

Description, supplemented by charts where appropriate, of other potential hazards that could affect flights (e.g. active volcanoes, nuclear power stations, etc.) including:

- 1) geographical coordinates in degrees and minutes of location of potential hazard;
- 2) vertical limits;
- 3) advisory measures;
- 4) authority responsible for the provision of information; and
- 5) remarks.

ENR 5.4 Air navigation obstacles — en-route

Brief description of the criteria used for the determination of air navigation obstacles, supplemented by a list of significant en-route obstacles affecting air navigation, including:

- 1) designation;
- 2) type of obstacle;
- 3) geographical coordinates in degrees, minutes and seconds;
- 4) elevation and height; and
- 5) type and colour of obstacle lighting (if any).

ENR 5.5 Aerial sporting and recreational activities

Brief description, supplemented by graphic portrayal where appropriate, of intensive aerial sporting and recreational activities together with conditions under which they are carried out, including:

- 1) designation and geographical coordinates of the lateral limits in degrees, minutes and seconds if inside and in degrees and minutes if outside control area/control zone boundaries;
- 2) vertical limits;

- 3) operator/user telephone number; and
- 4) remarks, including time of activity.

Note.— This paragraph may be subdivided into different sections for each different category of activity, giving the indicated details in each case.

ENR 5.6 Bird migration and areas with sensitive fauna

Description, supplemented by charts where practicable, of movements of birds associated with migration, including migration routes and permanent resting areas and areas with sensitive fauna.

ENR 6. EN-ROUTE CHARTS

The requirement is for the En-route Chart — ICAO and index charts to be included in this section.

PART 3 — AERODROMES (AD)

If an AIP is produced and made available in more than one volume with each having a separate amendment and supplement service, a separate preface, record of AIP Amendments, record of AIP Supplements, checklist of AIP pages and list of current hand amendments must be included in each volume. In the case of an AIP being published as one volume, the annotation “not applicable” must be entered against each of the above subsections.

AD 0.6 Table of contents to Part 3

A list of sections and subsections contained in Part 3 — Aerodromes (AD).

Note.— Subsections may be listed alphabetically.

AD 1. AERODROMES/HELIPORTS — INTRODUCTION

AD 1.1 Aerodrome/heliport availability

Brief description of the State's designated authority responsible for aerodromes and heliports, including:

- 1) the general conditions under which aerodromes/heliports and associated facilities are available for use;

- 2) a statement concerning the ICAO documents on which the services are based and a reference to the AIP location where differences, if any, are listed;
- 3) regulations, if any, concerning civil use of military air bases;
- 4) the general conditions under which the low visibility procedures applicable to CAT II/III operations at aerodromes, if any, are applied;
- 5) friction measuring device used and the runway friction level below which the State will declare the runway to be slippery when wet; and
- 6) other information of a similar nature.

AD 1.2 Rescue and fire fighting services and snow plan

AD 1.2.1 Rescue and fire fighting services

Brief description of rules governing the establishment of rescue and fire fighting services at aerodromes and heliports available for public use together with an indication of rescue and fire fighting categories established by a State.

AD 1.2.2 Snow plan

Brief description of general snow plan considerations for aerodromes/heliports available for public use at which snow conditions are normally liable to occur, including:

- 1) organization of the winter service;
- 2) surveillance of movement areas;
- 3) measuring methods and measurements taken;
- 4) actions taken to maintain the usability of movement areas;
- 5) system and means of reporting;
- 6) the cases of runway closure; and
- 7) distribution of information about snow conditions.

Note.— Where different snow plan considerations apply at aerodromes/heliports, this subparagraph may be subdivided accordingly.

AD 1.3 Index to aerodromes and heliports

A list, supplemented by graphic portrayal, of aerodromes and heliports within a State, including:

- 1) aerodrome/heliport name and ICAO location indicator;
- 2) type of traffic permitted to use the aerodrome/heliport (international/national, IFR/VFR, scheduled/non-scheduled, private); and
- 3) reference to AIP, Part 3 subsection in which aerodrome/heliport details are presented.
- 6) name of aerodrome administration, address, telephone, telefax and telex numbers and AFS address;
- 7) types of traffic permitted to use the aerodrome (IFR/VFR); and
- 8) remarks.

AD 1.4 Grouping of aerodromes/heliports

Brief description of the criteria applied by the State in grouping aerodromes/heliports for the production/distribution/provision of information purposes (e.g. international/national; primary/secondary; major/other; civil/military; etc.).

AD 2. AERODROMES

Note.— **** is to be replaced by the relevant ICAO location indicator.

****** AD 2.1 Aerodrome location indicator and name**

The requirement is for the ICAO location indicator allocated to the aerodrome and the name of aerodrome. An ICAO location indicator must be an integral part of the referencing system applicable to all subsections in section AD 2.

****** AD 2.2 Aerodrome geographical and administrative data**

The requirement is for aerodrome geographical and administrative data, including:

- 1) aerodrome reference point (geographical coordinates in degrees, minutes and seconds) and its site;
- 2) direction and distance of aerodrome reference point from centre of the city or town which the aerodrome serves;
- 3) aerodrome elevation to the nearest metre or foot and reference temperature;
- 4) geoid undulation at the aerodrome elevation position to the nearest metre or foot;
- 5) magnetic variation to the nearest degree, date of information and annual change;

****** AD 2.3 Operational hours**

Detailed description of the hours of operation of services at the aerodrome, including:

- 1) aerodrome administration;
- 2) customs and immigration;
- 3) health and sanitation;
- 4) AIS briefing office;
- 5) ATS reporting office (ARO);
- 6) MET briefing office;
- 7) air traffic service;
- 8) fuelling;
- 9) handling;
- 10) security;
- 11) de-icing; and
- 12) remarks.

****** AD 2.4 Handling services and facilities**

Detailed description of the handling services and facilities available at the aerodrome, including:

- 1) cargo-handling facilities;
- 2) fuel and oil types;
- 3) fuelling facilities and capacity;
- 4) de-icing facilities;
- 5) hangar space for visiting aircraft;
- 6) repair facilities for visiting aircraft; and
- 7) remarks.

****** AD 2.5 Passenger facilities**

Brief description of passenger facilities available at the aerodrome, including:

- 1) *hotel(s) at or in the vicinity of aerodrome;*
- 2) *restaurant(s) at or in the vicinity of aerodrome;*
- 3) *transportation possibilities;*
- 4) medical facilities;
- 5) *bank and post office at or in the vicinity of aerodrome;*
- 6) *tourist office;* and
- 7) remarks.

****** AD 2.6 Rescue and fire fighting services**

Detailed description of the rescue and fire fighting services and equipment available at the aerodrome, including:

- 1) aerodrome category for fire fighting;
- 2) rescue equipment;
- 3) *capability for removal of disabled aircraft;* and
- 4) remarks.

****** AD 2.7 Seasonal availability — clearing**

Detailed description of the equipment and operational priorities established for the clearance of aerodrome movement areas, including:

- 1) type(s) of clearing equipment;
- 2) clearance priorities; and
- 3) remarks.

****** AD 2.8 Aprons, taxiways and check locations/positions data**

Details related to the physical characteristics of aprons, taxiways and locations/positions of designated checkpoints, including:

- 1) surface and strength of aprons;
- 2) width, surface and strength of taxiways;

- 3) location and elevation to the nearest metre or foot of altimeter checkpoints;
- 4) location of VOR checkpoints;
- 5) position of INS checkpoints in degrees, minutes, seconds and hundredths of seconds; and
- 6) remarks.

If check locations/positions are presented on an aerodrome chart, a note to that effect must be provided under this subsection.

****** AD 2.9 Surface movement guidance and control system and markings**

Brief description of the surface movement guidance and control system and runway and taxiway markings, including:

- 1) use of aircraft stand identification signs, taxiway guide lines and visual docking/parking guidance system at aircraft stands;
- 2) runway and taxiway markings and lights;
- 3) stop bars (if any); and
- 4) remarks.

****** AD 2.10 Aerodrome obstacles**

Detailed description of significant obstacles, including:

- 1) obstacles in the approach and take-off areas, including:
 - a) runway designation and area affected;
 - b) type of obstacle, elevation to the nearest metre or foot, marking and lighting (if any);
 - c) geographical coordinates in degrees, minutes, seconds and tenths of seconds; and
 - d) NIL indication, if appropriate;
- 2) obstacles in the circling area and at the aerodrome, including:
 - a) type of obstacle, elevation to the nearest metre or foot, marking and lighting (if any);
 - b) geographical coordinates in degrees, minutes, seconds and tenths of seconds; and
 - c) NIL indication, if appropriate.

Note.— Annex 4, 3.2.2 and 5.2.1 b) specify that an indication be given where no significant obstacles exist in the take-off flight path area, circling area and at the aerodrome.

**** AD 2.11 Meteorological information provided

Detailed description of meteorological information provided at the aerodrome and an indication of which meteorological office is responsible for the service enumerated, including:

- 1) name of the associated meteorological office;
- 2) hours of service and, where applicable, the designation of the responsible meteorological office outside these hours;
- 3) office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts;
- 4) type of landing forecasts available for the aerodrome and interval of issuance;
- 5) information on how briefing and/or consultation is provided;
- 6) types of flight documentation supplied and language(s) used in flight documentation;
- 7) charts and other information displayed or available for briefing or consultation;
- 8) supplementary equipment (e.g. weather radar) available for providing information on meteorological conditions;
- 9) the air traffic services unit(s) provided with meteorological information; and
- 10) additional information (e.g. concerning any limitation of service, etc.).

**** AD 2.12 Runway physical characteristics

Detailed description of runway physical characteristics, for each runway, including:

- 1) designations;
- 2) true bearings to one-hundredth of a degree;
- 3) dimensions of runways to the nearest metre or foot;
- 4) strength of pavement (PCN and associated data) and surface of each runway and associated stopways;

- 5) geographical coordinates in degrees, minutes, seconds and hundredths of seconds for each threshold and runway end, and geoid undulation to the nearest one-half metre or foot for each threshold;
- 6) elevations of:
 - thresholds of a non-precision approach runway to the nearest metre or foot; and
 - thresholds and the highest elevation of the touchdown zone of a precision approach runway to the nearest one-half metre or foot;
- 7) slope of each runway and associated stopways;
- 8) dimensions of stopway (if any) to the nearest metre or foot;
- 9) dimensions of clearway (if any) to the nearest metre or foot;
- 10) dimensions of strips;
- 11) the existence of an obstacle-free zone; and
- 12) remarks.

**** AD 2.13 Declared distances

Detailed description of declared distances to the nearest metre or foot for each direction of each runway, including:

- 1) runway designator;
- 2) take-off run available;
- 3) take-off distance available;
- 4) accelerate-stop distance available;
- 5) landing distance available; and
- 6) remarks.

If a runway direction cannot be used for take-off or landing, or both, because it is operationally forbidden, then this must be declared and the words “not usable” or the abbreviation “NU” entered. (Annex 14, Volume I, Attachment A, Section 3).

**** AD 2.14 Approach and runway lighting

Detailed description of approach and runway lighting, including:

- 1) runway designator;
- 2) type, length and intensity of approach lighting system;
- 3) runway threshold lights, colour and wing bars;
- 4) type of visual approach slope indicator system;
- 5) length of runway touchdown zone lights;
- 6) length, spacing, colour and intensity of runway centre line lights;
- 7) length, spacing, colour and intensity of runway edge lights;
- 8) colour of runway end lights and wing bars;
- 9) length and colour of stopway lights; and
- 10) remarks.

****** AD 2.15 Other lighting,
secondary power supply**

Description of other lighting and secondary power supply, including:

- 1) location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any);
- 2) location and lighting (if any) of anemometer/landing direction indicator;
- 3) taxiway edge and taxiway centre line lights;
- 4) secondary power supply including switch-over time; and
- 5) remarks.

****** AD 2.16 Helicopter landing area**

Detailed description of helicopter landing area provided at the aerodrome, including:

- 1) geographical coordinates in degrees, minutes, seconds and hundredths of seconds and geoid undulation to the nearest one-half metre or foot of the geometric centre of touchdown and lift-off (TLOF) or of each threshold of final approach and take-off (FATO) area (where appropriate);
- 2) TLOF and/or FATO area elevation;
 - for non-precision approaches, to the nearest metre or foot; and

- for precision approaches, to the nearest one-half metre or foot;
- 3) TLOF and FATO area dimensions to the nearest metre or foot, surface type, bearing strength and marking;
 - 4) true bearings to one-hundredths of a degree of FATO;
 - 5) declared distances available to the nearest metre or foot;
 - 6) approach and FATO lighting; and
 - 7) remarks.

****** AD 2.17 Air traffic
services airspace**

Detailed description of air traffic services (ATS) airspace organized at the aerodrome, including:

- 1) airspace designation and geographical coordinates in degrees, minutes and seconds of the lateral limits;
- 2) vertical limits;
- 3) airspace classification;
- 4) call sign and language(s) of the ATS unit providing service;
- 5) transition altitude; and
- 6) remarks.

****** AD 2.18 Air traffic services
communication facilities**

Detailed description of air traffic services communication facilities established at the aerodrome, including:

- 1) service designation;
- 2) call sign;
- 3) frequency(ies);
- 4) hours of operation; and
- 5) remarks.

****** AD 2.19 Radio navigation
and landing aids**

Detailed description of radio navigation and landing aids associated with the instrument approach and the terminal area procedures at the aerodrome, including:

- 1) type of aids, magnetic variation to the nearest degree and category of ILS/MLS and for VOR/ILS/MLS also station declination to the nearest degree used for technical line-up of the aid;
- 2) identification;
- 3) frequency(ies);
- 4) hours of operation;
- 5) geographical coordinates in degrees, minutes, seconds and tenths of seconds of the position of the transmitting antenna;
- 6) elevation of the transmitting antenna of DME to the nearest 30 m (100 ft) and of DME/P to the nearest 3 m (10 ft); and
- 7) remarks.

When the same aid is used for both en-route and aerodrome purposes, description must also be given in section ENR 4. If the operating authority of the facility is other than the designated governmental agency, the name of the operating authority must be indicated in the remarks column. Facility coverage must be indicated in the remarks column.

**** AD 2.20 Local traffic regulations

Detailed description of regulations applicable to the traffic at the aerodrome including standard routes for taxiing aircraft, parking regulations, school and training flights and similar but excluding flight procedures.

**** AD 2.21 Noise abatement procedures

Detailed description of noise abatement procedures established at the aerodrome.

**** AD 2.22 Flight procedures

Detailed description of the conditions and flight procedures, including radar procedures, established on the basis of airspace organization at the aerodrome.

**** AD 2.23 Additional information

Additional information at the aerodrome, such as an indication of bird concentrations at the aerodrome, together with an indication of significant daily movement between resting and feeding areas, to the extent practicable.

**** AD 2.24 Charts related to an aerodrome

The requirement is for charts related to an aerodrome to be included in the following order:

- 1) Aerodrome/Heliport Chart — ICAO;
- 2) Aircraft Parking/Docking Chart — ICAO;
- 3) Aerodrome Ground Movement Chart — ICAO;
- 4) Aerodrome Obstacle Chart — ICAO Type A (for each runway);
- 5) Precision Approach Terrain Chart — ICAO (precision approach Cat II and III runways);
- 6) Area Chart — ICAO (departure and transit routes);
- 7) Standard Departure Chart — Instrument — ICAO;
- 8) Area Chart — ICAO (arrival and transit routes);
- 9) Standard Arrival Chart — Instrument — ICAO;
- 10) Instrument Approach Chart — ICAO (for each runway and procedure type);
- 11) Visual Approach Chart — ICAO; and
- 12) bird concentrations in the vicinity of aerodrome.

If some of the charts are not produced, a statement to this effect must be given in section GEN 3.2, Aeronautical charts.

AD 3. HELIPORTS

When a helicopter landing area is provided at the aerodrome, associated data must be listed only under **** AD 2.16.

Note.— **** is to be replaced by the relevant ICAO location indicator.

**** AD 3.1 Heliport location indicator and name

The requirement is for the ICAO location indicator assigned to the heliport and the name of heliport. An ICAO location indicator must be an integral part of the referencing system applicable to all subsections in section AD 3.

****** AD 3.2 Heliport geographical and administrative data**

The requirement is for heliport geographical and administrative data, including:

- 1) heliport reference point (geographical coordinates in degrees, minutes and seconds) and its site;
- 2) direction and distance of heliport reference point from centre of the city or town which the heliport serves;
- 3) heliport elevation to the nearest metre or foot and reference temperature;
- 4) geoid undulation at the heliport elevation position to the nearest metre or foot;
- 5) magnetic variation to the nearest degree, date of information and annual change;
- 6) name of heliport administration, address, telephone, telefax and telex numbers and AFS address;
- 7) types of traffic permitted to use the heliport (IFR/VFR); and
- 8) remarks.

****** AD 3.3 Operational hours**

Detailed description of the hours of operation of services at the heliport, including:

- 1) heliport administration;
- 2) customs and immigration;
- 3) health and sanitation;
- 4) AIS briefing office;
- 5) ATS reporting office (ARO);
- 6) MET briefing office;
- 7) air traffic service;
- 8) fuelling;
- 9) handling;
- 10) security;
- 11) de-icing; and
- 12) remarks.

****** AD 3.4 Handling services and facilities**

Detailed description of the handling services and facilities available at the heliport, including:

- 1) cargo-handling facilities;
- 2) fuel and oil types;
- 3) fuelling facilities and capacity;
- 4) de-icing facilities;
- 5) hangar space for visiting helicopter;
- 6) repair facilities for visiting helicopter; and
- 7) remarks.

****** AD 3.5 Passenger facilities**

Brief description of passenger facilities available at the heliport, including:

- 1) *hotel(s) at or in the vicinity of the heliport;*
- 2) *restaurant(s) at or in the vicinity of the heliport;*
- 3) *transportation possibilities;*
- 4) medical facilities;
- 5) *bank and post office at or in the vicinity of the heliport;*
- 6) *tourist office;* and
- 7) remarks.

****** AD 3.6 Rescue and fire fighting services**

Detailed description of the rescue and fire fighting services and equipment available at the heliport, including:

- 1) heliport category for fire fighting;
- 2) rescue equipment;
- 3) *capability for removal of disabled helicopter;* and
- 4) remarks.

****** AD 3.7 Seasonal availability — clearing**

Detailed description of the equipment and operational priorities established for the clearance of heliport movement areas, including:

- 1) type(s) of clearing equipment;
- 2) clearance priorities; and
- 3) remarks.

****** AD 3.8 Aprons, taxiways and check locations/positions data**

Details related to the physical characteristics of aprons, taxiways and locations/positions of designated checkpoints, including:

- 1) surface and strength of aprons, helicopter stands;
- 2) width, surface type and designation of helicopter ground taxiways;
- 3) width and designation of helicopter air taxiway and air transit route;
- 4) location and elevation to the nearest metre or foot of altimeter checkpoints;
- 5) location of VOR checkpoints;
- 6) position of INS checkpoints in degrees, minutes, seconds and hundredths of seconds; and
- 7) remarks.

If check locations/positions are presented on a heliport chart, a note to that effect must be provided under this subsection.

****** AD 3.9 Markings and markers**

Brief description of final approach and take-off area and taxiway markings and markers, including:

- 1) final approach and take-off markings;
- 2) taxiway markings, air taxiway markers and air transit route markers; and
- 3) remarks.

****** AD 3.10 Heliport obstacles**

Detailed description of significant obstacles on and in the vicinity of the heliport, including:

- 1) obstacles in the final approach and take-off areas and at the heliport;
- 2) type of obstacle, elevation to the nearest metre or foot, marking and lighting (if any);
- 3) geographical coordinates in degrees, minutes, seconds and tenths of seconds; and
- 4) NIL indication, if appropriate.

****** AD 3.11 Meteorological information provided**

Detailed description of meteorological information provided at the heliport and an indication of which meteorological office is responsible for the service enumerated, including:

- 1) name of the associated meteorological office;
- 2) hours of service and, where applicable, the designation of the responsible meteorological office outside these hours;
- 3) office responsible for preparation of TAFs and periods of validity of the forecasts;
- 4) types of landing forecasts available for the heliport and interval of issuance;
- 5) information on how briefing and/or consultation is provided;
- 6) type of flight documentation supplied and language(s) used in flight documentation;
- 7) charts and other information displayed or available for briefing or consultation;
- 8) supplementary equipment (e.g. weather radar) available for providing information on meteorological conditions;
- 9) the air traffic services unit(s) provided with meteorological information; and
- 10) additional information (e.g. concerning any limitation of service; etc.).

****** AD 3.12 Heliport data**

Detailed description of heliport dimensions and related information, including:

- 1) heliport type — surface-level, elevated or helideck;
- 2) touchdown and lift-off (TLOF) area dimensions to the nearest metre or foot;

- 3) true bearings to one-hundredth of a degree of final approach and take-off (FATO) area;
- 4) dimensions to the nearest metre or foot of FATO and surface type;
- 5) surface and bearing strength in tonnes (1 000 kg) of TLOF;
- 6) geographical coordinates in degrees, minutes, seconds and hundredths of seconds and geoid undulation to the nearest one-half metre or foot of the geometric centre of TLOF or of each threshold of FATO (where appropriate);
- 7) TLOF and/or FATO slope and elevation:
 - for non-precision approaches to the nearest metre or foot; and
 - for precision approaches to the nearest one-half metre or foot;
- 8) dimensions of safety area;
- 9) dimensions to the nearest metre or foot of helicopter clearway;
- 10) the existence of an obstacle-free sector; and
- 11) remarks.

****** AD 3.13 Declared distances**

Detailed description of declared distances to the nearest metre or foot, where relevant for a heliport, including:

- 1) take-off distance available;
- 2) rejected take-off distance available;
- 3) landing distance available; and
- 4) remarks.

****** AD 3.14 Approach and FATO lighting**

Detailed description of approach and FATO lighting, including:

- 1) type, length and intensity of approach lighting system;
- 2) type of visual approach slope indicator system;
- 3) characteristics and location of FATO area lights;

- 4) characteristics and location of aiming point lights;
- 5) characteristics and location of TLOF lighting system; and
- 6) remarks.

****** AD 3.15 Other lighting, secondary power supply**

Description of other lighting and secondary power supply, including:

- 1) location, characteristics and hours of operation of heliport beacon;
- 2) location and lighting of wind direction indicator (WDI);
- 3) taxiway edge and taxiway centre line lights;
- 4) secondary power supply including switch-over time; and
- 5) remarks.

****** AD 3.16 Air traffic services airspace**

Detailed description of air traffic services (ATS) airspace organized at the heliport, including:

- 1) airspace designation and geographical coordinates in degrees, minutes and seconds of the lateral limits;
- 2) vertical limits;
- 3) airspace classification;
- 4) call sign and language(s) of ATS unit providing service;
- 5) transition altitude; and
- 6) remarks.

****** AD 3.17 Air traffic services communication facilities**

Detailed description of air traffic services communication facilities established at the heliport, including:

- 1) service designation;
- 2) call sign;
- 3) frequency(ies);

- 4) hours of operation; and
- 5) remarks.

****** AD 3.18 Radio navigation and landing aids**

Detailed description of radio navigation and landing aids associated with the instrument approach and the terminal area procedures at the heliport, including:

- 1) type of aid and magnetic variation (for VOR, station declination used for technical line-up of the aid) to the nearest degree;
- 2) identification;
- 3) frequency(ies);
- 4) hours of operation;
- 5) geographical coordinates in degrees, minutes, seconds and tenths of seconds of the position of transmitting antenna;
- 6) elevation of the transmitting antenna of DME to the nearest 30 m (100 ft) and of DME/P to the nearest 3 m (10 ft); and
- 7) remarks.

When the same aid is used for both en-route and heliport purposes, a description must also be given in section ENR 4. If the operating authority of the facility is other than the designated governmental agency, the name of the operating authority must be indicated in the remarks column. Facility coverage must be indicated in the remarks column.

****** AD 3.19 Local traffic regulations**

Detailed description of regulations applicable to traffic at the heliport, including standards routes for taxiing helicopters, parking regulations, school and training flights and similar but excluding flight procedures.

****** AD 3.20 Noise abatement procedures**

Detailed description of noise abatement procedures established at the heliport.

****** AD 3.21 Flight procedures**

Detailed description of the conditions and flight procedures, including radar procedures, established on the basis of airspace organization established at the heliport.

****** AD 3.22 Additional information**

Additional information about the heliport, such as an indication of bird concentrations at the heliport together with an indication of significant daily movement between resting and feeding areas, to the extent practicable.

****** AD 3.23 Charts related to a heliport**

The requirement is for charts related to a heliport to be included in the following order:

- 1) Aerodrome/Heliport Chart — ICAO;
- 2) Area Chart — ICAO (departure and transit routes);
- 3) Standard Departure Chart — Instrument — ICAO;
- 4) Area Chart — ICAO (arrival and transit routes);
- 5) Standard Arrival Chart — Instrument — ICAO;
- 6) Instrument Approach Chart — ICAO (for each procedure type);
- 7) Visual Approach Chart — ICAO; and
- 8) bird concentrations in the vicinity of heliport.

If some of the charts are not produced, a statement to this effect must be given in section GEN 3.2, Aeronautical charts.

APPENDIX 2. SNOWTAM FORMAT

(see Chapter 5, 5.3.3)

(COM heading)	(PRIORITY INDICATOR)				(ADDRESSES)												⏮⏭⏮				
	(DATE AND TIME OF FILING)						(ORIGINATOR'S INDICATOR)												⏮⏭⏮		
(Abbreviated heading)	(SWAA* SERIAL NUMBER)						(LOCATION INDICATOR)			DATE/TIME OF OBSERVATION						(OPTIONAL GROUP)					
	S	W	*	*															⏮⏭⏮ (

SNOWTAM	(Serial number) →		
(AERODROME LOCATION INDICATOR)		A)	→
(DATE/TIME OF OBSERVATION <i>(Time of completion of measurement in UTC)</i>)		B)	→
(RUNWAY DESIGNATORS)		C)	→
(CLEARED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH <i>(m)</i>)		D)	→
(CLEARED RUNWAY WIDTH, IF LESS THAN PUBLISHED WIDTH <i>(m; if offset left or right of centre line add "L" or "R")</i>)		E)	→
(DEPOSITS OVER TOTAL RUNWAY LENGTH <i>(Observed on each third of the runway, starting from threshold having the lower runway designation number)</i> NIL — CLEAR AND DRY 1 — DAMP 2 — WET or water patches 3 — RIME OR FROST COVERED <i>(depth normally less than 1 mm)</i> 4 — DRY SNOW 5 — WET SNOW 6 — SLUSH 7 — ICE 8 — COMPACTED OR ROLLED SNOW 9 — FROZEN RUTS OR RIDGES		F)	→
(MEAN DEPTH <i>(mm)</i> FOR EACH THIRD OF TOTAL RUNWAY LENGTH)		G)	→
(FRICTION MEASUREMENTS ON EACH THIRD OF RUNWAY AND FRICTION MEASURING DEVICE MEASURED OR CALCULATED COEFFICIENT or ESTIMATED SURFACE FRICTION <div style="display: flex; justify-content: space-between;"> <div> 0.40 and above 0.39 to 0.36 0.35 to 0.30 0.29 to 0.26 0.25 and below 9 — unreliable </div> <div> GOOD — 5 MEDIUM/GOOD — 4 MEDIUM — 3 MEDIUM/POOR — 2 POOR — 1 UNRELIABLE — 9 </div> </div> <i>(When quoting a measured coefficient use the observed two figures, followed by the abbreviation of the friction measuring device used. When quoting an estimate use single digit)</i>		H)	→
(CRITICAL SNOWBANKS <i>(If present, insert height (cm)/distance from the edge of runway (m) followed by "L", "R" or "LR" if applicable)</i>)		J)	→
(RUNWAY LIGHTS <i>(If obscured, insert "YES" followed by "L", "R" or both "LR" if applicable)</i>)		K)	→
(FURTHER CLEARANCE <i>(If planned, insert length (m)/width (m) to be cleared or if to full dimensions, insert "TOTAL")</i>)		L)	→
(FURTHER CLEARANCE EXPECTED TO BE COMPLETED BY . . . <i>(UTC)</i>)		M)	→
(TAXIWAY <i>(If no appropriate taxiway is available, insert "NO")</i>)		N)	→
(TAXIWAY SNOWBANKS <i>(If more than 60 cm, insert "YES" followed by distance apart, m)</i>)		P)	→
(APRON <i>(If unusable insert "NO")</i>)		R)	→
(NEXT PLANNED OBSERVATION/MEASUREMENT IS FOR) <i>(month/day/hour in UTC)</i>		S)	→
(PLAIN LANGUAGE REMARKS <i>(Including contaminant coverage and other operationally significant information, e.g. sanding, de-icing)</i>)		T)) ≡
NOTES: 1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2 2. Information on other runways, repeat from C to P 3. Words in brackets () not to be transmitted			

SIGNATURE OF ORIGINATOR *(not for transmission)*

GUIDANCE FOR THE COMPLETION OF THE SNOWTAM FORMAT

1. General

- a) When reporting on two or three runways, repeat Items C to P inclusive.
- b) Items together with their indicator must be dropped completely, where no information is to be included.
- c) Metric units must be used and the unit of measurement not reported.
- d) The maximum validity of SNOWTAM is 24 hours. New SNOWTAM must be issued whenever there is a significant change in conditions. The following changes relating to runway conditions are considered as significant:
 - 1) a change in the coefficient of friction of about 0.05;
 - 2) changes in depth of deposit greater than the following: 20 mm for dry snow, 10 mm for wet snow, 3 mm for slush;
 - 3) a change in the available length or width of a runway of 10 per cent or more;
 - 4) any change in the type of deposit or extent of coverage which requires reclassification in Items F or T of the SNOWTAM;
 - 5) when critical snow banks exist on one or both sides of the runway, any change in the height or distance from centre line;
 - 6) any change in the conspicuity of runway lighting caused by obscuring of the lights;
 - 7) any other conditions known to be significant according to experience or local circumstances.
- e) The abbreviated heading “TTAAiiii CCCC MMYYGggg (BBB)” is included to facilitate the automatic processing of SNOWTAM messages in computer data banks. The explanation of these symbols is:

TT = data designator for SNOWTAM = SW;

AA = geographical designator for States, e.g. LF = FRANCE, EG = United Kingdom (see *Location Indicators* (Doc 7910), Part 2, Index to Nationality Letters for Location Indicators);

iiii = SNOWTAM serial number in a four-figure group;

CCCC = four-letter location indicator of the aerodrome to which the SNOWTAM refers (see *Location Indicators* (Doc 7910));

MMYYGGgg = date/time of observation/measurement, whereby:

MM = month, e.g. January = 01,

December = 12

YY = day of the month

GGgg = time in hours (GG) and minutes (gg) UTC;

(BBB) = optional group for:

Correction to SNOWTAM message previously disseminated with the same serial number = COR.

Note.— Brackets in (BBB) are used to indicate that this group is optional.

Example: Abbreviated heading of SNOWTAM No. 149 from Zurich, measurement/observation of 7 November at 0620 UTC:

SWLS0149 LSZH 11070620

2. *Item A* — Aerodrome location indicator (four-letter location indicator).
3. *Item B* — Eight-figure date/time group — giving time of observation as month, day, hour and minute in UTC; this item must always be completed.
4. *Item C* — Lower runway designator number.
5. *Item D* — Cleared runway length in metres, if less than published length (see Item T on reporting on part of runway not cleared).
6. *Item E* — Cleared runway width in metres, if less than published width; if offset left or right of centre line add “L” or “R”, as viewed from the threshold having the lower runway designation number.
7. *Item F* — Deposit over total runway length as explained in SNOWTAM Format. Suitable combinations of these numbers may be used to indicate varying conditions over runway segments. If more than one deposit is present on the same portion of the runway, they should be reported in sequence from the top to the bottom. Drifts, depths of deposit appreciably greater than the average values or other significant characteristics of the deposits may be reported under Item T in plain language.

Note.— Definitions for the various types of snow are given at the end of this Appendix.

8. *Item G* — Mean depth in millimetres deposit for each third of total runway length, or “XX” if not measurable or operationally not significant; the assessment to be made to an accuracy of 20 mm for dry snow, 10 mm for wet snow and 3 mm for slush.
9. *Item H* — Friction measurements on each third of the runway and friction measuring device. Measured or calculated coefficient (two digits) or, if not available, estimated surface friction (single digit) in the order from the threshold having the lower runway designation number. Insert a code 9 when surface conditions or available friction measuring device do not permit a reliable surface friction measurement to be made. Use the following abbreviations to indicate the type of friction measuring device used:

BRD	Brakemeter-Dynamometer
GRT	Grip Tester
MUM	Mu-meter
RFT	Runway friction tester
SFH	Surface friction tester (high pressure tire)
SFL	Surface friction tester (low pressure tire)
SKH	Skiddometer (high pressure tire)
SKL	Skiddometer (low pressure tire)
TAP	Tapley meter

If other equipment used specify in plain language.

10. *Item J* — Critical snowbanks. If present insert height in centimetres and distance from edge of runway in metres, followed by left (“L”) or right (“R”) side or both sides (“LR”), as viewed from the threshold having the lower runway designation number.
11. *Item K* — If runway lights are obscured insert “YES” followed by “L”, “R” or both “LR” as viewed from the threshold having the lower runway designation number.
12. *Item L* — When further clearance will be undertaken, enter length and width of runway or “TOTAL” if runway will be cleared to full dimensions.
13. *Item M* — Enter the anticipated time of completion in UTC.
14. *Item N* — The code for Item F may be used to describe taxiway conditions; enter “NO” if no taxiways serving the associated runway are available.
15. *Item P* — If applicable, enter “YES” followed by the lateral distance in metres.
16. *Item R* — The code for Item F may be used to describe apron conditions; enter “NO” if apron unusable.
17. *Item S* — Enter the anticipated time of next observation/measurement in UTC.

18. *Item T* — Describe in plain language any operationally significant information but always report on length of uncleared runway (Item D) and extent of runway contamination (Item F) for each third of the runway (if appropriate) in accordance with the following scale:

Runway contamination — 10% — if less than 10% of runway contaminated
 Runway contamination — 25% — if 11-25% of runway contaminated
 Runway contamination — 50% — if 26-50% of runway contaminated
 Runway contamination — 100% — if 51-100% of runway contaminated.

EXAMPLE OF COMPLETED SNOWTAM FORMAT

GG EHAMZQZX EDDFZQZX EKCHZQZX
 070645 LSZHNYX
 SWLS0149 LSZH 11070620
 SNOWTAM 0149
 A) LSZH B) 11070620 C) 02 D) ... P)
 C) 09 D) ... P)
 C) 12 D) ... P)
 R) NO S)11070920 T) DEICING.

Definitions of the various types of snow

Slush. Water-saturated snow which with a heel-and-toe slap-down motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8.

Note.— *Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess of 0.8. These substances, due to their high water/ice content, will have a transparent rather than a cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.*

Snow (on the ground).

- a) *Dry snow.* Snow which can be blown if loose or, if compacted by hand, will fall apart again upon release; specific gravity: up to but not including 0.35.
- b) *Wet snow.* Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: 0.35 up to but not including 0.5.
- c) *Compacted snow.* Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into lumps if picked up; specific gravity: 0.5 and over.

APPENDIX 3. ASHTAM FORMAT

(see Chapter 5, 5.3.4)

(COM heading)	(PRIORITY INDICATOR)		(ADDRESSEE INDICATOR(S)) ¹																			
	(DATE AND TIME OF FILING)						(ORIGINATOR'S INDICATOR)															
(Abbreviated heading)	(VA ⁺² SERIAL NUMBER)						(LOCATION INDICATOR)				DATE/TIME OF ISSUANCE								(OPTIONAL GROUP)			
	V	A	*2	*2																		

ASHTAM	(SERIAL NUMBER)
(FLIGHT INFORMATION REGION AFFECTED)	A)
(DATE/TIME (UTC) OF ERUPTION)	B)
(VOLCANO NAME AND NUMBER)	C)
(VOLCANO LATITUDE/LONGITUDE OR VOLCANO RADIAL AND DISTANCE FROM NAVAID)	D)
(VOLCANO LEVEL OF ALERT COLOUR CODE, INCLUDING ANY PRIOR LEVEL OF ALERT COLOUR CODE) ³	E)
(EXISTENCE AND HORIZONTAL/VERTICAL EXTENT OF VOLCANIC ASH CLOUD) ⁴	F)
(DIRECTION OF MOVEMENT OF ASH CLOUD) ⁴	G)
(AIR ROUTES OR PORTIONS OF AIR ROUTES AND FLIGHT LEVELS AFFECTED)	H)
(CLOSURE OF AIRSPACE AND/OR AIR ROUTES OR PORTIONS OF AIR ROUTES, AND ALTERNATIVE AIR ROUTES AVAILABLE)	I)
(SOURCE OF INFORMATION)	J)
(PLAIN LANGUAGE REMARKS)	K)
<p>NOTES:</p> <p>1. See also Appendix 5 regarding addressee indicators used in predetermined distribution systems.</p> <p>2. Enter ICAO nationality letter as given in ICAO Doc 7910, Part 2.</p> <p>3. See paragraph 3.5 below.</p> <p>4. Advice on the existence, extent and movement of volcanic ash cloud G) and H) may be obtained from the Volcanic Ash Advisory Centre(s) responsible for the FIR concerned.</p> <p>5. Item titles in brackets () not to be transmitted.</p>	

SIGNATURE OF ORIGINATOR (not for transmission)

GUIDANCE FOR THE COMPLETION OF THE ASHTAM FORMAT

1. General

1.1 The ASHTAM provides information on the status of activity of a volcano when a change in its activity is, or is expected to be of operational significance. This information is provided using the volcano level of alert colour code given in 3.5 below.

1.2 In the event of a volcanic eruption producing ash cloud of operational significance, the ASHTAM also provides information on the location, extent and movement of the ash cloud and the air routes and flight levels affected.

1.3 Issuance of an ASHTAM giving information on a volcanic eruption, in accordance with section 3 below, should **not** be delayed until complete information A) to K) is available but should be issued immediately following receipt of notification that an eruption has occurred or is expected to occur, or a change in the status of activity of a volcano of operational significance has occurred or is expected to occur, or an ash cloud is reported. In the case of an expected eruption, and hence no ash cloud evident at that time, items A) to E) should be completed and items F) to I) indicated as “not applicable”. Similarly, if a volcanic ash cloud is reported e.g. by special air-report, but the source volcano is not known at that time, the ASHTAM should be issued initially with items A) to E) indicated as “unknown”, and items F) to K) completed, as necessary, based on the special air-report, pending receipt of further information. In other circumstances, if information for a specific field A) to K) is not available indicate “NIL”.

1.4 The maximum period of validity of ASHTAM is 24 hours. New ASHTAM must be issued whenever there is a change in the level of alert.

2. Abbreviated heading

2.1 Following the usual AFTN communications header, the abbreviated heading “TT AAiiii CCCC MMYYGggg (BBB)” is included to facilitate the automatic processing of ASHTAM messages in computer data banks. The explanation of these symbols is:

TT = data designator for ASHTAM = VA;

AA = geographical designator for States e.g. NZ = New Zealand (see *Location Indicators* (Doc 7910), Part 2, Index to Nationality Letters for Location Indicators);

iiii = ASHTAM serial number in a four-figure group;

CCCC = four-letter location indicator of the flight information region concerned (see *Location Indicators* (Doc 7910), Part 5, addresses of centres in charge of FIR/UIR);

MMYYGGgg = date/time of report, whereby:

MM = month e.g. January = 01, December = 12

YY = day of the month

GGgg = time in hours (GG) and minutes (gg) UTC;

(BBB) = Optional group for correction to an ASHTAM message previously disseminated with the same serial number = COR.

Note.— Brackets in (BBB) are used to indicate that this group is optional.

Example: Abbreviated heading of ASHTAM for Auckland Oceanic FIR, report on 7 November at 0620 UTC:

VANZ0001 NZZO 11070620

3. Content of ASHTAM

3.1 *Item A* — Flight information region affected, plain language equivalent of the location indicator given in the abbreviated heading, in this example “Auckland Oceanic FIR”.

3.2 *Item B* — Date and time (UTC) of first eruption.

3.3 *Item C* — Name of volcano, and number of volcano as listed in the *ICAO Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691), Appendix H, and on the World Map of Volcanoes and Principal Aeronautical Features.

3.4 *Item D* — Latitude/Longitude of the volcano in whole degrees or radial and distance of volcano from NAVAID (as listed in the *ICAO Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691), Appendix H, and on the World Map of Volcanoes and Principal Aeronautical Features).

3.5 *Item E* — Colour code for level of alert indicating volcanic activity, including any previous level of alert colour code as follows:

Level of alert colour code	Status of activity of volcano
RED ALERT	Volcanic eruption in progress. Ash plume/cloud reported above FL 250. <i>or</i> Volcano dangerous, eruption likely, with ash plume/cloud expected to rise above FL 250.
ORANGE ALERT	Volcanic eruption in progress but ash plume/cloud not reaching nor expected to reach FL 250. <i>or</i> Volcano dangerous, eruption likely but ash plume/cloud not expected to reach FL 250.
YELLOW ALERT	Volcano known to be active from time to time and volcanic activity has recently increased significantly, volcano not currently considered dangerous but caution should be exercised. <i>or</i> (After an eruption, i.e. change in alert to yellow from red or orange.) Volcanic activity has decreased significantly, volcano not currently considered dangerous but caution should be exercised.
GREEN ALERT	Volcanic activity considered to have ceased and volcano reverted to its normal state.

Note.— The colour code for the level of alert indicating the status of activity of the volcano and any change from a previous status of activity should be provided to the area control centre by the responsible vulcanological agency in the State concerned, e.g. “RED ALERT FOLLOWING YELLOW” OR “GREEN ALERT FOLLOWING ORANGE”.

3.6 *Item F* — If volcanic ash cloud of operational significance is reported, indicate the horizontal extent and base/top of the ash cloud using latitude/longitude (in whole degrees) and altitudes in thousands of metres (feet) and/or radial and distance from source volcano. Information initially may be based only on special air-report, but subsequent information may be more detailed based on advice from the responsible meteorological watch office and/or volcanic ash advisory centre.

3.7 *Item G* — Indicate forecast direction of movement of the ash cloud at selected levels based on advice from the responsible meteorological watch office and/or volcanic ash advisory centre.

3.8 *Item H* — Indicate air routes and portions of air routes and flight levels affected, or expected to become affected.

3.9 *Item I* — Indicate closure of airspace, air routes or portions of air routes, and availability of alternative routes.

3.10 *Item J* — Source of the information e.g. “special air-report” or “vulcanological agency” etc. The source of information should always be indicated, whether an eruption has actually occurred or ash cloud reported, or not.

3.11 *Item K* — Include in plain language any operationally significant information additional to foregoing.

APPENDIX 4. INFORMATION TO BE NOTIFIED BY AIRAC

(see Chapter 6, 6.1.1 and 6.1.1.2)

PART 1

1. The establishment, withdrawal of, and premeditated significant changes (including operational trials) to:

1.1 Limits (horizontal and vertical), regulations and procedures applicable to:

- a) flight information regions;
- b) control areas;
- c) control zones;
- d) advisory areas;
- e) ATS routes;
- f) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and ADIZ;
- g) permanent areas or routes or portions thereof where the possibility of interception exists.

1.2 Positions, frequencies, call signs, known irregularities and maintenance periods, of radio navigation aids and communication facilities.

1.3 Holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures.

1.4 Meteorological facilities (including broadcasts) and procedures.

1.5 Runways and stopways.

PART 2

2. The establishment and withdrawal of, and premeditated significant changes to:

2.1 Position, height and lighting of navigational obstacles.

2.2 Taxiways and aprons.

2.3 Hours of service: aerodromes, facilities and services.

2.4 Customs, immigration and health services.

2.5 Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft.

2.6 Temporary areas or routes or portions thereof where the possibility of interception exists.

APPENDIX 5. PREDETERMINED DISTRIBUTION SYSTEM FOR NOTAM

(see Chapter 5, 5.3.8.2 and Annex 10, Volume II, Chapter 4, 4.4.14)

1. The predetermined distribution system provides for incoming NOTAM (including SNOWTAM and ASHTAM) to be channelled through the AFTN direct to designated addressees predetermined by the receiving country concerned while concurrently being routed to the international NOTAM office for checking and control purposes.

2. The addressee indicators for those designated addressees are constituted as follows:

1) *First and second letters:*

The first two letters of the location indicator for the AFTN communication centre associated with the relevant international NOTAM office of the receiving country.

2) *Third and fourth letters:*

The letters “ZZ” indicating a requirement for special distribution.

3) *Fifth letter:*

The fifth letter differentiating between NOTAM (letter “N”), SNOWTAM (letter “S”), and ASHTAM (letter “V”).

4) *Sixth and seventh letters:*

The sixth and seventh letters, each taken from the series A to Z and denoting the national and/or international distribution list(s) to be used by the receiving AFTN centre.

Note.— The fifth, sixth and seventh letters replace the three-letter designator YNY which, in the normal distribution system, denotes an international NOTAM office.

5) *Eighth letter:*

The eighth position letter shall be the filler letter “X” to complete the eight-letter addressee indicator.

3. States are to inform the States from which they receive NOTAM of the sixth and seventh letters to be used under different circumstances to ensure proper routing.

APPENDIX 6. NOTAM FORMAT

(see Chapter 5, 5.3.2)

Priority Indicator											→	
Address												
≡												
Date and time of filing											→	
Originator's Indicator											≡ (
Message Series, Number and Identifier												
NOTAM containing new information NOTAM replacing a previous NOTAM NOTAM cancelling a previous NOTAM	 NOTAMN (series and number/year)										
	 NOTAMR (series and number/year) (series and number/year of NOTAM to be replaced)										
	 NOTAMC (series and number/year) (series and number/year of NOTAM to be cancelled)										≡
Qualifiers												
	FIR	NOTAM Code	Traffic	Purpose	Scope	Lower Limit	Upper Limit	Coordinates, Radius				
Q)		Q										≡
Identification of ICAO location indicator in which the facility, airspace or condition reported on is located								A)				→
Period of Validity												
From (date-time group)			B)									→
To (PERM or date-time group)			C)								EST* PERM*	≡
Time Schedule (if applicable)			D)								→	
											≡	
Text of NOTAM; Plain Language Entry (using ICAO Abbreviations)												
E)												
≡												
Lower Limit		F)										→
Upper Limit		G))≡
Signature												

*Delete as appropriate

GUIDANCE FOR THE COMPLETION OF THE NOTAM FORMAT

1. General

1.1 The qualifier line (Q) and all identifiers (A to G inclusive) each followed by a closing parenthesis, as shown in the format, must be transmitted unless there is no entry to be made against a particular identifier.

1.2 Each NOTAM must deal with only one subject and one condition concerning the subject.

2. NOTAM numbering

Series must be indicated by a letter and the number must consist of four digits followed by a stroke and two digits for the year (A0023/91).

3. Qualifiers (Item Q)

This Item is divided in eight fields, each separated by a stroke. If no entry is to be made in a field, it is not necessary to transmit blanks between the strokes. The definition of each field is as follows:

1) FIR

ICAO location indicator, FIR or country indicator plus “XX” if applicable to more than one FIR within a State which will then be listed in Item A).

2) NOTAM CODE

ICAO five-letter code or one of the following combinations as necessary:

- a) If the subject of the NOTAM (second and third letters of NOTAM Code) is not in the NOTAM Code list, the following letters should be used in reference to the category:

QAGXX = AGA QRCXX = RAC
QCOXX = COM QXXXX = Other

- b) If the conditions of the subject are not in the NOTAM Code list, insert “XX” condition as the fourth and fifth letters.

Example: QFAXX

- c) The following fourth and fifth letters of NOTAM Code should be used in NOTAM cancellations:

AK : RESUMED NORMAL OPS
AL : OPERATIVE SUBJECT TO PREVIOUSLY
PUBLISHED LIMITATIONS/CONDITIONS
(OPR SUBJ PREVIOUS COND)
AO : OPERATIONAL
CC : COMPLETED
XX : PLAIN LANGUAGE.

3) TRAFFIC

I = IFR
V = VFR
IV = IFR/VFR is of interest to both types of flights.

4) PURPOSE

N = NOTAM selected for the immediate attention of aircraft operators
B = NOTAM selected for PIB entry
O = Operationally significant for IFR flights
M = Miscellaneous NOTAM; not subject for a briefing, but it is available on request.

5) SCOPE

Aerodrome A
En-route E
Nav Warning W

Note.— Some radio navigation aids will be both “A” and “E” serving a dual purpose as en-route and terminal aids, for example; therefore the NOTAM text will be used to determine if the scope should refer to A, E or AE. If a subject is qualified AE, the aerodrome location indicator must be reported in Item A).

6) and 7) LOWER/UPPER

Used when applicable
“FL000=SEA/GROUND level”.
Default values are 000/999.

Note.— If the subject refers to “airspace organization” (e.g. CTR, TMA, UIR, ...) an appropriate lower/upper limit must be stated in the Q-line.

8) COORDINATES, RADIUS

The latitude and longitude accurate to one minute, as well as a three-digit distance figure giving the radius of influence in NM (e.g. 4700N01140E043). Coordinates present approximate centre of circle whose radius encompasses the whole area of influence.

4. Item A)

Insert ICAO location indicator of aerodrome or FIR in which the facility, airspace, or condition being reported on is located. More than one FIR/UIR may be indicated when appropriate. If there is no available ICAO location indicator, use the ICAO nationality letter as given in ICAO Doc 7910, Part 2 plus XX and followed up in Item E) by the name, in plain language.

5. Item B)

For date-time group use a ten-figure group, giving year, month, day, hours and minutes in UTC. This entry is the date-time at which the NOTAM N, R or C comes into force. In the case of NOTAM R which replaces the previous NOTAM and promulgates new information, field B) must give the date-time group at which this new information supersedes that to which it refers.

6. Item C)

A date-time group must be used unless the information is PERM. If the information on timing is uncertain, the approximate duration must be indicated using a date-time group followed by an EST. Any NOTAM which includes an EST must be cancelled or replaced.

7. Item D)

If the hazard, status of operation or condition of facilities being reported on will be active during specified periods, insert such information under Item D).

8. Item E)

Use decoded NOTAM Code, completed where necessary by indicators, identifiers, designators, call signs, frequencies,

figures and plain language. ICAO abbreviations should be used where appropriate. This entry must be clear and concise in order to provide a suitable PIB entry. In the case of NOTAM C, a subject reference and status message should be included to enable accurate plausibility checks.

9. Items F) and G)

These items are normally applicable to navigation warnings or airspace restrictions and are usually part of the PIB entry. Insert lower and upper height limits of activities or restrictions, clearly indicating reference datum and units of measurement.

Example:

If a danger area EG-DXX located at 5510N00520W with a radius of 50 NM (and affecting two FIR) is to be activated up to 12 200 m (40 000 ft) MSL on April 03, 07, 12, 21, 24 and 28 1991, daily from 0730 to 1500 UTC and up to 9 150 m (30 000 ft) MSL on April 19 and 20 1991 daily from 0730 to 1500 UTC, two NOTAM would be required, as follows:

(A0623/91 NOTAMN

Q) EGXX/QRDCA/IV/NBO/W/000/400/5510N00520W050
A) EGTT/EGPX B) 9104030730 C) 9104281500
D) APR 03 07 12 21 24 AND 28 0730 TO 1500
E) DANGER AREA DXX IS ACTIVE
F) GND G) 12 200 m (40 000 ft) MSL.)

(A0624/91 NOTAMN

Q) EGXX/QRDCA/IV/NBO/W/000/300/5510N00520W050
A) EGTT/EGPX B) 9104190730 C) 9104201500
D) APR 19 AND 20 0730 TO 1500
E) DANGER AREA DXX IS ACTIVE
F) GND G) 9 150 m (30 000 ft) MSL.)

APPENDIX 7. AERONAUTICAL DATA QUALITY REQUIREMENTS

Table A7-1. Latitude and longitude

Latitude and longitude	Publication resolution	Integrity Classification
Flight information region boundary points	1 min	1×10^{-3} routine
P, R, D areas boundary points (outside CTA/CTZ boundaries)	1 min	1×10^{-3} routine
P, R, D areas boundary points (inside CTA/CTZ boundary)	1 sec	1×10^{-5} essential
CTA/CTZ boundary points	1 sec	1×10^{-5} essential
En-route NAVAIDS and fixes, holding, STAR/SID points	1 sec	1×10^{-5} essential
Obstacles en-route	1 sec	1×10^{-3} routine
Aerodrome/heliport reference point.	1 sec	1×10^{-3} routine
NAVAIDS located at the aerodrome/heliport	1/10 sec	1×10^{-5} essential
Obstacles in the circling area and at the aerodrome/heliport	1/10 sec	1×10^{-5} essential
Significant obstacles in the approach and take-off area	1/10 sec	1×10^{-5} essential
Final approach fixes/points and other essential fixes/points comprising instrument approach procedure	1/10 sec	1×10^{-5} essential
Runway threshold.	1/100 sec	1×10^{-8} critical
Runway end (flight path alignment point)	1/100 sec	1×10^{-8} critical
Taxiway centre line points.	1/100 sec	1×10^{-5} essential
Aircraft stand points/INS checkpoints.	1/100 sec	1×10^{-3} routine
Geometric centre of TLOF or FATO thresholds, heliports.	1/100 sec	1×10^{-8} critical

Table A7-2. Elevation/altitude/height

Elevation/altitude/height	Publication resolution	Integrity Classification
Aerodrome/heliport elevation.	1 m or 1 ft	1×10^{-5} essential
WGS-84 geoid undulation at aerodrome/heliport elevation position . . .	1 m or 1 ft	1×10^{-5} essential
Runway or FATO threshold, non-precision approaches	1 m or 1 ft	1×10^{-5} essential
WGS-84 geoid undulation at runway or FATO threshold, TLOF geometric centre, non-precision approaches	1 m or 1 ft	1×10^{-5} essential
Runway or FATO threshold, precision approaches.	0.5 m or 1 ft	1×10^{-8} critical
WGS-84 geoid undulation at runway or FATO threshold, TLOF geometric centre, precision approaches.	0.5 m or 1 ft	1×10^{-8} critical
Threshold crossing height, precision approaches	0.5 m or 1 ft	1×10^{-8} critical
Obstacles in the approach and take-off areas	1 m or 1 ft	1×10^{-5} essential
Obstacles in the circling areas and at the aerodrome/heliport	1 m or 1 ft	1×10^{-5} essential
Obstacles en-route	3 m (10 ft)	1×10^{-3} routine
Distance measuring equipment/precision (DME/P)	3 m (10 ft)	1×10^{-5} essential
Distance measuring equipment (DME).	30 m (100 ft)	1×10^{-5} essential
Minimum altitudes	50 m or 100 ft	1×10^{-3} routine

Table A7-3. Declination and magnetic variation

Declination/variation	Publication resolution	Integrity Classification
VHF NAVAID station declination used for technical line-up	1 degree	1×10^{-5} essential
NDB NAVAID magnetic variation.	1 degree	1×10^{-3} routine
Aerodrome/heliport magnetic variation.	1 degree	1×10^{-5} essential
ILS localizer antenna magnetic variation	1 degree	1×10^{-5} essential
MLS azimuth antenna magnetic variation.	1 degree	1×10^{-5} essential

Table A7-4. Bearing

Bearing	Publication resolution	Integrity Classification
Airway segments	1 degree	1×10^{-3} routine
En-route and terminal fix formations	1/10 degree	1×10^{-3} routine
Terminal arrival/departure route segments	1 degree	1×10^{-3} routine
Instrument approach procedure fix formations.	1/100 degree	1×10^{-5} essential
ILS localizer alignment	1/100 degree True	1×10^{-5} essential
MLS zero azimuth alignment	1/100 degree True	1×10^{-5} essential
Runway and FATO bearing	1/100 degree True	1×10^{-3} routine

Table A7-5. Length/distance/dimension

Length/distance/dimension	Publication resolution	Integrity Classification
Airway segments length.....	1/10 km or 1/10 NM	1×10^{-3} routine
En-route fix formations distance	1/10 km or 1/10 NM	1×10^{-3} routine
Terminal arrival/departure route segments length.....	1/100 km or 1/100 NM	1×10^{-5} essential
Terminal and instrument approach procedure fix formations distance.....	1/100 km or 1/100 NM	1×10^{-5} essential
Runway and FATO length, TLOF dimensions	1 m or 1 ft	1×10^{-8} critical
Stopway length.....	1 m or 1 ft	1×10^{-8} critical
Landing distance available.....	1 m or 1 ft	1×10^{-8} critical
ILS localizer antenna-runway end, distance	3 m (10 ft)	1×10^{-3} routine
ILS glide slope antenna-threshold, distance along centre line.....	3 m (10 ft)	1×10^{-3} routine
ILS markers-threshold distance	3 m (10 ft)	1×10^{-5} essential
ILS DME antenna-threshold, distance along centre line	3 m (10 ft)	1×10^{-5} essential
MLS azimuth antenna-runway end, distance	3 m (10 ft)	1×10^{-3} routine
MLS elevation antenna-threshold, distance along centre line.....	3 m (10 ft)	1×10^{-3} routine
MLS DME/P antenna-threshold, distance along centre line.....	3 m (10 ft)	1×10^{-5} essential

— END —